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CONGRESS.

AMENDMENT TO THE RULES OF THE HOUSE.

SUSPENSION OF THE RULES MODIFIED AFTER A FIVE HOURS' DEBATE.

Special Dispatch to the New-York Times.

WASHINGTON, Jan. 20.—The House devoted five dreary hours to a discussion of its own rules. Mr. Maynard, from the Committee on Rules, reported back the new rule which was recommitted last week. It took the House from 12 until 5 o'clock to decide whether the rule should be adopted or rejected. It was finally adopted by about thirty majority. The rule, as amended, provides that all motions to suspend the rules, except where they may be suspended by a majority, shall, before being submitted to the House, be seconded by a majority as in the case of the previous question. The same line of argument was followed to-day as when the rule was first introduced. The Democrats managed to discover in the rule a serious invasion of the constitutional rights of the minority, and an attempt to throttle debate. They received to-day strong reinforcements from the Republican side, with Mr. Dawes as leader, and considerable accessions from the new members. The sentiment of a considerable portion of the new members seemed to be represented by Mr. Ward, of Illinois, who declared that the new members chafed under the existing rules, and believed that they were a practical violation of the Constitution, in that they seemed to prevent a call for the yeas and nays, even when demanded by the constitutional one-fifth of the members. Mr. Dawes thought that the Republican majority was now so very large that it was imprudent to adopt a rule which by any Constitution could be regarded as a violation of the rights of the minority. Gen. Butler, as might have been expected, since Mr. Dawes led the Republican opposition to the rule, was very glad to be on the other side, and favored the rule. He had himself had experience in the minority on measures which Mr. Dawes, as the leader of the majority, opposed, and, as Mr. Butler put it, he wanted the rule so fixed that Mr. Dawes could not get the House by the ears and oppress him in the minority. Whatever may be the effect of the rule in cases where parties in Congress may be more evenly divided than they now are, the evident purpose of the rule is to facilitate business and to prevent idle and impracticable legislation. It also had an additional purpose—that of preventing the passage of jobs in the last ten days of the session, when the rules may be suspended, and when, in the great haste and pressure of business, corrupt schemes are often passed without the general knowledge of the members. The rule is exceedingly important, and will have a marked effect upon legislation for the remainder of the session. Its operation may be illustrated by reference to the Cuban resolutions on which Mr. Cox succeeded in getting a vote, on a handful of votes in the beginning of the session. If the rule adopted to-day had then been in operation his resolution could not have been brought to a vote at all.

THE FORTY-FOUR MILLIONS LEGAL TENDERS.

The Committee on Ways and Means held a very important meeting this morning, at which the question of the right of the Secretary of the Treasury to issue the $44,000,000 legal-tender reserve was considered. A vote will be taken to-morrow. There is little doubt that the majority of the committee will decide to report a bill declaring that the $44,000,000 reserve shall be regarded as part of the legal-tender currency, and fixing the maximum circulation of the legal-tender notes at $400,000,000. The present minimum is $356,000,000, which would be thus increased to $400,000,000 by the recognition by Congress, or the practical legalization of the re-issue of the legal-tender reserve. The committee were by no means unanimous upon this subject. Mr. Beck, a Democratic member of the committee, has constantly insisted that the Secretary of the Treasury has no right to issue this reserve. Mr. Beck maintains that, in point of fact, the forty-four millions are not a reserve. He bases his argument upon the majority report of the Senate Committee on Finances in the last Congress, which decided against the legality of such issue. Fernando Wood, another Democrat of the committee, with two Republican members, are understood to form a minority of the committee. The majority of the committee are not entirely agreed with respect to the present legal right of the Secretary of the Treasury to issue these notes. There is a difference of opinion with regard to the construction of the law. Some of the committee agree in substance with the principles of the majority report of the Senate Finance Committee, which declares that the reserve does not exist and cannot be reissued, and that, consequently, the present issue is a practical violation of law. Others maintain that, inasmuch as the greater portion of the reserve is already issued, and, as it seems to be conceded that the issue was necessary for the best interests of the country, it is expedient to report a bill recognizing and giving lawful sanction to the issue. Such a bill does not compel any one to indorse the interpretation given to the law by the Secretary of the Treasury. It would be for those who differently construe the law a formal legal recognition of the fact that the reserve has been practically added to the volume of the currency. The proposed bill gives the volume of the currency at $400,000,000. It indorses the action of the Treasury Department, if the action were legal, and condones it if it were of doubtful legality.

THE DEBATE IN THE SENATE ON FINANCES.

The financial discussion in the Senate was continued to-day by speeches from Senators Brownlow, Gordon, and Chandler. Mr. Brownlow's speech was read by the Clerk, and commits him to support an inflation of the currency. Gen. Gordon's speech was forcible, quite rhetorical, and very long. He also favors an increase in the volume of the currency. Mr. Chandler spoke briefly, advocating a return to specie payments, and thinks resumption may be brought about by the 1st of January, 1875. He would pass a law forbidding the sale of gold by the Treasury, and authorizing the purchase, at the date mentioned, of $100,000,000 of gold additional to that held in the Treasury, if necessary to sustain the payment of specie. The discussion begins to flag, and Senator Sherman indicated his desire to have a vote on the committee's resolution to-morrow. It is quite uncertain that a vote can be had, however, till the last of the week. The resolution of the majority of the committee is hardly likely to pass in its present form, and those who are in favor of inflating the currency believe that the Senate will ultimately go as far as Senator Morton has proposed in his speeches on the subject, and will legalize the issue of the $44,000,000 reserve, and the issue of sufficient currency, about fifty millions, to equalize the amount distributed to the different States. Such action as this would not re- [illegible]

cause, from past experience, it is evident new banks in the South and West will not be rapidly organized, and the $44,000,000 reserve, under the policy of the Treasury Department, is already issued in the same manner as it would be with further legislation on the subject.

THE SALARY BILL.

There have, for some days, been rumors that the President would veto the Salary bill, for which there seems to be no authority. The President has not yet had an opportunity of vetoing or approving it, for the reason that the engrossed bill was not sent to him until this afternoon.

MR. PINCHBACK'S CASE—GRAVE CHARGES AGAINST HIM.

Senator Morton, to-day, made a motion in the Assembly, which takes the case of Mr. Pinchback before the Committee on Privileges and Elections for further investigation. Charges are made against Mr. Pinchback touching his personal conduct relative to the election, and which in no way affect or touch upon the political questions at issue between the Kellogg and the McEnery Governments in Louisiana. The charges are in general that Pinchback secured his election by the corrupt use of money. They were brought to the attention of Mr. Morton for the first time last Saturday, and were made in such specific terms that he felt, as Chairman of the committee, he ought to use his influence to have the facts investigated. If the charges should be sustained by the evidence, and the Senate should decide that Mr. Pinchback had been guilty of conduct which would disqualify him from holding a seat, and should so vote, the political questions which were expected to arise in connection with his claim for admission would remain unsettled, for if not personally qualified to be a Senator, it matters little whether his election was by a legal or illegal Legislature. It will be seen, therefore, that Mr. Morton is not inconsistent with his former view of the contest in asking that the subject be again considered in committee, and such a state of facts may be shown that he might vote against the admission of Mr. Pinchback independently of any view that he has entertained heretofore.

THE CHIEF JUSTICESHIP.

MR. WAITE'S CONFIRMATION DELAYED BY AN OBJECTION.

Special Dispatch to the New-York Times.

WASHINGTON, Jan. 20.—The Judiciary Committee of the Senate, at its meeting this morning, decided to report favorably relative to the nomination of Mr. Waite for Chief Justice, and shortly after the morning hour the Chairman, Senator Edmunds, moved an executive session, and the nomination was favorably reported to the Senate. Once again prompt action was prevented by objection, which carried the subject over till to-morrow. The objections this time appear to come from some of those Senators who were warmest in support of Mr. Cushing. Mr. Sumner, who vouched for Caleb Cushing's Republicanism the other day, now opposes Mr. Waite because he ran against "Jim" Ashley for Congress in 1862. Mr. Sumner's strange friendships lead him often to curious actions, but none more curious than this opposition to Mr. Waite. Mr. Sumner believes in "Jim" Ashley, and would, without doubt, support him for Chief Justice in preference to Mr. Waite. The objections that have been raised are, thus far, trivial. No charges affecting his character and fitness for the position have appeared, and the captious opposition will probably cause no serious delay.

SENTIMENT OF THE SUPREME COURT JUDGES.

WASHINGTON, Jan. 20.—During the brief executive session of the Senate this afternoon a favorable report from the Committee on Judiciary was made upon the nomination of Waite to be Chief Justice. Senator Edmunds asked the Senate to proceed to the consideration of the subject, but as objection was made, the report went over, under the rule in such cases, for one day. The objection came from Mr. Sumner. The nomination excites no enthusiasm, and, although Senators generally admit it to be a good one, there are others who are not perfectly satisfied with it. But there seems to be no doubt that the nomination will be confirmed, perhaps to-morrow, or when the Senate shall again go into executive session. It is sufficiently ascertained that the Judges of the Supreme Court regret that the selection has not been made from lawyers known and admitted by the entire country as in the front rank of their profession, instead of the nomination of a gentleman of only limited or local practice in his own State. He never has argued a case before that tribunal.

TONE OF THE WESTERN PRESS ON THE NOMINATION.

CHICAGO, Jan. 20.—The morning papers all have something to say on the nomination of Mr. Waite for Chief Justice.

The *Inter-Ocean* speaks of him as of modest, retiring disposition, with rather conservative tendencies, but a close student, a model lawyer, and looks for his confirmation without opposition.

The *Tribune* says all that is said of Morrison R. Waite, the President's third nomination for Chief Justice, is so far to his credit. He comes of illustrious judicial parentage, his father having been Chief Justice of Connecticut, and one of the most eminent jurists of New-England. He is a graduate of Yale, and is fifty-eight years of age. His assiduous devotion to the practice of law has prevented him from achieving cheap popularity, but placed himself, years ago, at the head of the Bar of North-western Ohio. He has commanded respectful public attention in the last two years for his services at Geneva as counsel for the United States, and at Columbus, Ohio, as President of the Constitutional Convention, over which he was presiding when he and the country were surprised by his nomination.

The *Times* denounces the nomination in severe terms and says: "Verily, the shades of Jay, and Marshall, and Taney, and Chase may arise to protest against a profanation of this venerated seat by a man so utterly incapable of filling it acceptably."

CINCINNATI, Ohio, Jan. 20.—The *Commercial*, commenting upon the nomination of Mr. Waite for Chief Justice, says: "It is from every point of view a respectable nomination—one that will be widely indorsed by the Bar, and satisfy the desires of the people."

The *Enquirer* says: "Though Mr. Waite's name is not the most shining among the jurists of the United States, his nomination will settle the vexed question of the Chief Justiceship more satisfactorily to the public than we have dared to expect."

The *Gazette* says: "The nomination is not only unexceptionable in every way, but is an admirable one, and there can be no reason to doubt its prompt confirmation."

FLIGHT OF A DEFAULTING CASHIER.

MONTREAL, Jan. 20.—J. G. Falkiner, for many years book-keeper and cashier for John Redpath & Son, absconded on Thursday night last. For some time past he speculated very freely in stocks and was unfortunate. He is said to have used about $4,000 of the money of the firm of Redpath & Son, and victimized a number of brokers to the extent of $40,000. The matter was kept quiet until to-day, Redpath & Son not intending to prosecute him.

THE GEORGIA LEGISLATURE.

ATLANTA, Ga., Jan. 20.—The Legislature to-day passed a resolution congratulating Texas upon her release from Radical rule, also thanking President Grant for his impartial decision in the Texas matter.

ALBANY.

DEBATE ON THE CONSTITUTIONAL AMENDMENTS.

Special Dispatch to the New-York Times.

ALBANY, Jan. 20.—In the Senate this morning the consideration of the proposed amendments to the Constitution was resumed in Committee of the Whole. Before entering upon the discussion, Mr. Robertson called attention to the fact that in section 6 of article 7 the name of the Black River Canal had, by a clerical error, been included in the list of the canals which the Legislature is to be prohibited from selling, leasing, or otherwise disposing of, and which are to remain the property of the State and under its management forever. He, therefore, moved that the Black River Canal be stricken from the list, and, after a short discussion, this motion prevailed.

Mr. Johnson moved to strike out the whole of the proposed amendments to the fifth article, objecting particularly to those giving the Governor the power to appoint certain State officers instead of providing for their election by the vote of the people. Senator Parmenter approved of the objection made by Senator Johnson, and expressed himself as in favor of striking out the amendment named. Senator Wood, remarking the evident party turn which the discussion had taken, said that he hoped it would be remembered that the amendments as proposed were not the production of any political party or clique, but were the result of the mature labor and thought of the best men of both parties that the State could produce. In any event, should the amendments be passed favorably upon by the present Legislature, they would still have to go before the people, who could pass upon them, article by article, rejecting that which was distasteful to them, and voting favorably upon those amendments which they approved. On the other hand, should the present Legislature amend, or in any particular change the proposed amendments, they would again have to be considered by two successive Legislatures, and could not, therefore, come before the people until 1876. It was a very grave question for the Senate to consider whether this subject should be so long deferred.

At this stage Senator Bradley, one of the ablest Democratic members, arose, and in a very forcible speech stated that he was entirely in favor of the proposed amendments. He had been a member of the Constitutional Commission, and at that time he had voted for their passage, and now, although a Democrat, he would again vote for them. He did not believe that it was in the least degree a party question, but one which in most respects would be beneficial to the mass of the people. Heretofore the Governor of the State of New-York had been only a figure-head, with but little responsibility. Should the proposed amendments be adopted it would devolve upon the Executive to appoint some of the most important officers under the State Government. He would be responsible for their good character, and as their continuance in office or removal would rest with him he could be held to account for the way in which they discharged their duties. Such a result was greatly to be desired, as at present the responsibility was so much divided that no one could be held strictly accountable. If this were not the case why was it that the prisons, instead of being self-sustaining and remunerative, required an annual appropriation for their maintenance? The canals should also produce a much greater revenue than at present; and while he did not wish to censure the present management, he firmly believed that the people demanded a form of government that would make these institutions not only self-sustaining but productive of revenue. The office of Attorney General should also, in his opinion, be an appointive one. It was not a political office, and it was desirable that the gentleman holding it should be thoroughly in accord with the Governor, whose legal adviser he was. For all these reasons he should vote yea on the passage of the amendments.

After considerable discussion on the part of Senator Gross and others relative to different sections of the amendments, their further consideration was postponed until to-morrow, when they will again be taken up as the special order of the day.

Senator Coe was in his seat to-day and cast his first vote on the call of yeas and nays. He voted with the Democrats against the passage of the amendment increasing the appointive power of the Executive.

DEBATE ON THE GOVERNOR'S MESSAGE.

In the House this morning the Governor's message was the special order of the day. Mr. Alvord was the only member who made an address on the subject. The chief point on which he dwelt was the vital importance to the interests of the country of an early resumption of specie payments. Inflation, he argued, was only favored by the gold gamblers, whose purposes it subserved. Mr. Alvord also urged the necessity of framing a law that will compel County Treasurers to pay promptly into the State Treasury the amount of taxes collected by them, instead of, as is the present practice, allowing the sums they collect to remain often for eight or ten months in banks of their own selection, without any interest being paid to the State. Mr. Alvord intimated his intention at an early day of introducing a bill that will do away with this abuse.

CERTIFIED CHECKS.

Mr. Waehner, of New-York, introduced a bill the main points of which are as follows: Any officer, employe, or servant of any bank who shall certify any bank check, draft, or instrument for the payment of money drawn upon or made payable at such bank in writing, for the purpose of giving credit to such instrument, or to the drawer or indorser thereof, when there are no funds to the credit of the drawer or indorser of such instrument actually deposited in such bank, subject to such instrument, and wherewith the same, on demand being made, could be paid, shall be guilty of a misdemeanor, and shall, on conviction, be punished by imprisonment not less than one nor more than five years, in the discretion of the Court. The second section provides that nothing in the previous section shall be construed to interfere with or affect the right of any person aggrieved by such wrongful act, to sue for and recover all damage sustained by reason thereof. The bill, as will be observed, aims to attain the same object as the one yesterday introduced by Mr. Alvord. Mr. Waehner, however, claims that Mr. Alvord's bill is rather loosely drawn, and would not be able to stand the assaults certain to be made upon it should it become law.

THE GAS MONOPOLISTS.

Mr. Donohue, of Kings, introduced a bill in relation to the sale of gas in the Cities of New-York and Brooklyn. The first section provides that every person or company manufacturing and selling or furnishing for consumption illuminating gas in those cities, shall furnish to the consumers, at the places where the gas is consumed, a gas which, used through a burner consuming five cubic feet per hour, shall be of an illuminating power equivalent to sixteen sperm candles, at a price not to exceed $2 per thousand cubic feet—the standard candle to be one consuming 132 grains per hour, the light of 3,200 such standard candles burning one hour to be considered one thousand cubic feet of gas. Any gas furnished the consumer of more or less than sixteen candle power or light as defined already, to be charged for at an increase or reduction, as the gas sold to the consumer shall vary from the standard of sixteen-candle power. The second section of the bill provides that the Mayors of the Cities of New-York and Brooklyn, by and with the consent of the Board of Aldermen, shall appoint a Gas Inspector for each of said cities respectively, whose duty it shall be to examine and test, without previous notice to manufacturers, all gas furnished to consumers. The third section provides for the appointment of Deputy Inspectors. The fourth section defines the duties of the Gas Inspector and his deputies in carrying out the provisions of the law. The fifth section defines the penalties incurred for violation of the statutes, being a fine not to exceed five hundred dollars and not less than two hundred and fifty for each offense. The seventh section provides that the persons or companies engaged in the manufacture and sale of gas in the Cities of New-York and Brooklyn, shall, according to the amount of capital invested, pay the salaries of the Gas Inspector and his deputies, and the other expenses incidental to carrying out the law.

THE LIQUOR INTEREST.

A bill was introduced by Mr. Holden, of Warren, in the interest of the liquor-dealers. It repeals all laws passed for the purpose of regulating the traffic in intoxicating liquors, and its effect, should it become a law, would be to leave the liquor-dealers free to do as they please.

STEAM ON THE CANALS.

The committee appointed by the Legislature three years ago to award the appropriation of $100,000 for the best invention that, realizing certain prescribed conditions, would enable steam to be used as a motive power on the canals, will present their report to-morrow. The report recommends that the whole matter be recommitted to the Legislature, on the ground that the conditions prescribed are too technical in their character, and such as no invention is likely to entirely realize. Two of the boats, the report states, of the many which were tried, namely, the Baxter and the Newman, answered almost every requirement demanded, and practically solved the problem.

INSPECTION OF STEAM BOILERS.

In the Senate a bill was introduced by Senator Gross, amendatory of the act in relation to the inspection of steam boilers. It provides that in future boilers shall be inspected by officers appointed for that purpose by the Board of Fire Underwriters.

THE BRITTON INVESTIGATION.

Gov. Dix stated to-day that his decision in the Britton case would not be rendered for some weeks to come. Rumor here has it that the decision is likely to be favorable to Mr. Britton.

THE TENTH SENATORIAL DISTRICT.

The Senate Committee on Privileges and Elections held a meeting to-day in the case of Madden *vs.* Abbott, of the Tenth Senatorial District. Friend W. Johnson, who acted as Secretary of the Board of Canvassers of Sullivan County, produced the returns from the Fallsburg and Forrestburg districts in that county. No ballots, he said, were attached to the returns from Fallsburg when presented. Mr. Hale, counsel for Mr. Abbott, the sitting member, asked the witness whether the Supervisor made any statement in handing in the returns. Mr. Smith, counsel for Mr. Madden, objected to the question. Argument ensued, when Mr. Hale submitted what the sitting member offered to prove, which was, that the Supervisor of Fallsburg stated to the board that the erasure and alteration in the returns from the Second District of the town of Fallsburg were not made by the Board of Inspectors of said town. The examination of Johnson was then proceeded with. Returns from Fallsburg were shown the witness, who said: "This is the only paper which I saw submitted to the Board of Canvassers. I saw another paper, which was spoken of as the missing sheet. Am unable to tell where it is now." Mr. Smith then offered in evidence the returns from Fallsburg and Forrestburg. Mr. Hale objected, on the ground that the returns from Fallsburg had not been made in compliance with the statute, and that the returns from Forrestburg bore evidence of having been mutilated. The committee overruled the objection and admitted the returns. Mr. Smith, for the contestant, then stated that they rested their case, and on the evidence presented would move that the seat of the Tenth Senatorial District be awarded to Mr. Madden. The committee then adjourned.

CITY REVENUE BONDS—THE UP-TOWN AVENUES.

The Committee on Cities of the Assembly held a meeting this afternoon. The Senate bill which provides for the issuing of short bonds for the payment of the bonds of the City and County of New-York which were due on the 15th inst., and those which will become due on the 1st of February, was considered, and the committee agreed to report it favorably. The committee also agreed to report favorably the bill introduced by Mr. Daly, of New-York, amending the City charter so as to vest power in the Common Council to authorize and direct the grading, paving, and construction of Riverside and Morningside avenues, work upon which has been suspended owing to the fact that both the Commissioners of Public Parks and the Commissioners of Public Works claimed to have control in the matter. The effect of Mr. Daly's bill will be to give immediate employment to a large number of workmen. The money for the work is to be raised from assessments on the property on the line of the improvements.

THE NEW CITY PRISON BILL.

The bill repealing the act for the creation of a new City Prison in New-York was also considered, and will be reported favorably.

THE INDUSTRIAL EXHIBITION SWINDLE.

Among the other bills examined in the committee were the two in regard to the Industrial Exhibition swindle. One of these, that introduced by Mr. Hamilton Fish, Jr., absolutely repeals the charter granted to the company, while the other amends it so as to strike out the clause ordering the Mayor and Corporation of New-York to hand over to McMurdy and his associates $2,500,000. The committee, after mature consideration, determined to report favorably the bill of Mr. Fish; so the doom of the Industrial Exhibition swindle may be regarded as sealed.

THE BROOKLYN COMMISSIONERS OF CHARITES AND CORRECTION.

Ex-Supervisor Prentice, of Kings County, appeared before his Excellency the Governor to-day and preferred charges against the Commissioners of Charities and Correction of Brooklyn. The allegations against them are that they failed to present their report to the Supervisors, as required by law; that they bought and contracted for goods which were not necessary for the use of their department, and paid exorbitant prices for the same from corrupt motives.

THE TWENTY-FIRST DISTRICT CONTEST.

The news of the election of Sullivan in the Twenty-first Assembly District created much surprise among New-Yorkers here, as the general impression was that Crary would prove the victor in the race. The Tammany men seek to make the best of the defeat of the candidate of their party, saying that Crary was unpopular, and only received the nomination because John Kelly insisted upon it.

THE LEHIGH VALLEY RAILROAD.

PHILADELPHIA, Penn., Jan. 20.—At the annual meeting of the Lehigh Valley Railroad Company, to-day, Asa Packer was re-elected President. The annual report contains the following items: Total coal tonnage for the year, 4,172,366 tons; total receipts from all sources, $7,424,894; expenses, $3,884,859; net income, $3,540,035.

SERIOUS CHARGES AGAINST A CRIMINAL JUDGE.

ST. LOUIS, Mo., Jan. 20.—In the State Senate to-day a resolution was introduced charging Judge Primm, of the St. Louis Criminal Court, with such gross immorality and offensive and indecent conduct as to render him an unsuitable and unsafe person to discharge the duties of the office, and asking that he be removed. The matter was referred to the Committee on Criminal Jurisprudence.

THE MASSACHUSETTS LEGISLATURE.

BOSTON, Mass., Jan. 20.—The Massachusetts Senate to-day adopted the House order for a special committee on the State Police. The matter has usually been referred to the Committee on the Liquor Law. The annual report of the State Board of Health was sent in, and 10,000 copies ordered to be printed.

DESPERATE FIGHT BETWEEN CONVICTS.

BOSTON, Mass., Jan. 20.—Maurice Healy and Thomas Smith, convicts in Massachusetts State Prison, working in the tailoring department, had a desperate fight to-day with tailor's shears. Smith's wounds are probably mortal. Healy was badly cut but will survive.

THE KEY WEST FLEET.

KEY WEST, Fla., Jan. 20.—The United States steamer Wachusett has arrived from Cedar Keys with Commodore Parker, who will take the fleet to the Tortugas for drill in his new steam tactics.

WASHINGTON NOTES.

MR. CUSHING TO GO TO MADRID.

Special Dispatch to the New-York Times.

WASHINGTON, Jan. 20.—Mr. Cushing has definitely decided to take the Spanish mission, and is making active preparations for his departure to Madrid.

Dispatch to the Associated Press.

NOMINATIONS SENT TO THE SENATE.

The President to-day sent the following nominations to the Senate: Edward W. Arnold, to be Register of the Land Office at Grand Island, Neb.; Norman Thatcher, to be Receiver of Public Moneys at Menasa, Wis.; Alexis E. Devine, to be Receiver at Natchitoches, La.; C. W. Holbrook, to be Register of the Land Office at New-Orleans, La., and Presley M. Rixey, to be Assistant Surgeon in the navy.

NAVAL ORDERS.

Assistant Paymaster Enoch E. Lewis has been ordered to the Canonicus; First Assistant Engineer J. Van Arenburg, to the Shawmut; Lieut. Commander Henry C. Taylor has been detached from the Saranac and ordered to the Coast Survey steamer Hassler; First Assistant Engineer John Bothwick, from the Alaska and ordered to the Naval Academy.

INTER-STATE COMMERCE.

The report submitted by Mr. McCrary, of Iowa, Chairman of the Committee on Railways and Canals, upon House bill No. 1,210, presents amendments thereto in the nature of a substitute, and recommends its passage. The bill asserts the right and duty of Congress to regulate inter-State commerce, as carried on by railroads, and prescribes, as one of the regulations thereof, that the charges for carrying freight and passengers upon such railroads shall in all cases be fair and reasonable, and provides suitable penalties for infringement of this regulation. The report discusses the constitutionality of such a measure, and, if constitutional, its expediency. It claims that section 8, article 1, of the Constitution of the United States confers, in express terms, power to legislate in this behalf, and claims that its expediency is beyond question.

CUSTOMS SEIZURES—AN IMPORTANT BILL.

The Senate Finance Committee this morning agreed to report favorably Mr. Fenton's bill providing that in cases of fraudulent undervaluation of imports the confiscation penalty shall apply only to the particular item or items undervalued, and not to the whole invoice.

NOMINATIONS CONFIRMED.

The Senate, in executive session, to-day confirmed the nomination of James E. Bangs, of the District of Columbia, to be Secretary of the Joint Commission for determining the boundary line between the United States and the British possessions between the Lake of the Woods and the Rocky Mountains; also the following to be Postmasters: Charles W. Robbins, at Niles, Ohio; Mrs. Elizabeth B. Cuthbertson, at New-Brighton, Penn.; Willard Howe, South Framingham, Mass.; B. F. Marsh, West Winsted, Litchfield County, Conn., and Amasa S. Tracy, Middlebury, Vt.

THE WAYS AND MEANS COMMITTEE.

The Committee on Ways and Means to-day had an interchange of opinions on the various subjects before them, including tariff and finance, but came to no conclusion.

GEN. HOWARD'S CASE.

The House Military Committee agreed to report a resolution recommending and requesting the President to appoint a board of five officers to investigate the affairs of Gen. Howard in connection with the allegations against him embodied in the recent letters of the Secretary of War.

WOMAN SUFFRAGE.

Miss Anthony, Miss Cozzens, Mrs. Spencer, and other female suffrage advocates appeared before the House Committee on Judiciary to-day in advocacy of the petition and the bill giving suffrage to women.

POSTAL MATTERS—THE FRANKING PRIVILEGE AGAIN.

The House Committee on the Post Office and Post Roads to-day decided that the benefits of free letter delivery by carriers should not extend to cities having less than 25,000 inhabitants. They also agreed to a resolution explaining a previous act of Congress referring to the Post Office Department. It appears that the Solicitor of the Post Office Department has decided that locks, postal cards and stamps should be classed as stationery, and that contracts can only be made for one year. This, the Postmaster General stated, would result disadvantageously in the supply of postal cards and locks. The committee will present to the House a resolution explanatory of the intent of the law, which will provide that such articles as fluctuate in price shall be contracted for by the year. But for articles of postal expenditure in which the Government alone is the dealer, contracts can be made for such periods as in the judgment of the Postmaster General he deems for the best interests of the service. The committee will soon report a bill restoring the franking privilege to a limited extent.

THE CENTRAL BRANCH OF THE UNION PACIFIC.

Mr. H. H. Day, of New-York, was before the House Committee on Judiciary, this morning, advocating a subsidy of bonds and lands for the extension of the Central Branch of the Union Pacific Railroad Company. This company is seeking to extend its road from the present western terminus to the Union Pacific, a distance of 200 miles, and to receive a land and bond subsidy. They claim the right under existing laws. The amount involved is between six and eight millions of dollars, and the matter has been brought up by a bill introduced by Mr. Wilson, of Indiana, declaring that the company has no such right as it claims. No decision was reached.

THE FORTY-FOUR MILLIONS GREENBACKS.

The question of the right of the Secretary of the Treasury to draw on the $44,000,000 reserve has been discussed by the Committee on Ways and Means, who have agreed to present the subject to the House and have it settled there. They will present a resolution, however, fixing the limit of the national legal tender currency at $400,000,000. This will prevent the covering into the Treasury of any of the $44,000,000 that has been paid out.

THE PUBLIC BUILDINGS.

Supervising architect of the Treasury, Mullett, who was before the House Committee on Appropriations to-day, gave a detailed statement of the condition of the public buildings in process of construction, and said his revised estimates were cut down to the lowest possible figure, and that the sums asked for were absolutely necessary to prosecute work on the Government buildings already commenced. It is known that, although the Committees of the two Houses on Public Buildings and Grounds have taken no formal action, they are in accord on the point that they will not recommend appropriations for public works not already commenced.

PRINTING OF PUBLIC DOCUMENTS.

The Joint Committee on Printing held their first meeting this session to-day, and commenced an informal discussion of the propriety and best means of reducing the publication of public documents. There will be further interchange of views before taking any action on the subject.

THE INDIAN TERRITORY.

In response to Senate resolution offered by Mr. Morrill, of Maine, on the 8th inst., requesting information relative to any unauthorized occupation or invasion of or encroachment upon the Indian territory by individuals or bodies of men in violation of treaty stipulations, the President transmitted to the Senate to-day a communication from the Secretary of the Interior, in which he states: "The Commissioner of Indian Affairs, to whom said resolution was referred, reported to this Department on 15th inst. that the Indian Office is in possession of no information indicating at the present time any violation of the treaty stipulations of the character therein indicated. It is proper to remark, however, that occasions have not been infrequent when portions of said territory have been invaded and occupied by unauthorized persons, who have been treated as trespassers, and for whose removal from said Territory the aid and co-operation of the military had been required."

EVENING RECEPTION AT THE WHITE HOUSE.

The first evening reception of the season at the Executive Mansion was this evening attended by an immense throng of ladies and gentlemen. The Diplomatic Corps, the army, the navy, the Cabinet, and both Houses of Congress were well represented. A large number of strangers also availed themselves of this opportunity to pay their respects to the President. The Marine Band was in attendance.

CIVIL RIGHTS.

The National Civil Rights Council have issued an address to the colored people throughout the country setting forth what further action and legislation were necessary to make their citizenship complete. It urges complete organization everywhere among colored people in support of civil rights, regarding it as essential to be active, harmonious, and united. The name of Geo. T. Downing, the President of the Council, is subscribed to the address.

CORRECTION.

It was E. A. Williams, and not A. B. Williams, as published in many of the papers as arrested for the robbery of the Internal Revenue Bureau. The latter is a highly-respected member of the Washington Bar.

THE COLONIZATION SOCIETY.

The fifty-seventh anniversary meeting of the Colonization Society was held here to-night, presided over by John H. B. Latrobe, and addresses were delivered by Revs. Geo. W. Sampson, W. T. R. Taylor, Thomas J. Pearne, and John Orcutt. The report shows that the receipts for 1873, including a balance from the previous year of $586 31, had been $35,922 02. Of this sum there has been paid for passage and support of emigrants, $9,215 16; borrowed money returned, $11,000; and for other objects $15,473 37; leaving $233 49 in the treasury on Jan. 1, 1874. The emigration to Liberia every year, under the auspices of the society, has been uninterrupted for the last fifty-three years. Those sent in 1873 make the number colonized since the war to be 3,060, and a total from the beginning of 15,048, exclusive of 5,722 recaptured Africans, which we induced and enabled the United States to settle in Liberia, making a grand total of 20,770 persons to whom the society has given homes in Africa. Intelligence from Liberia indicates growth and prosperity. Agriculture is steadily on the increase.

LEE'S BIRTHDAY.

CELEBRATION BY EX-CONFEDERATE SOLDIERS—NO NATIONLL FAAG.

Special Dispatch to the New-York Times.

SAVANNAH, Ga., Jan. 20.—Yesterday the anniversary of the birth of Robert E. Lee, "the honored chieftain of the Southern cause; the greatest hero and Christian of modern times, the loved and lamented Southern leader," as the Democratic papers here say, was celebrated throughout Georgia by the mourners for the "lost cause." In Savannah, reorganized rebel companies marched through the principal streets, and were reviewed at the park by Joseph E. Johnston, whom the Democratic papers here call "the surviving hero of the Confederacy." "The brigade," as it is called, consisted of ten companies of infantry, one of cavalry, and one of artillery, all dressed in Confederate gray. No national flag was to be seen in the "brigade," but a rebel battle-flag, presented to the Fifty-fourth Georgia Regiment by "Pat" Cleburne, and carried by that regiment during the late "unpleasantness," was proudly borne by a survivor of the lost cause, who, when the "brigade" arrived at the park, was stationed at the point designated for the column to pass in review.

When the colored company celebrate the Fourth of July and Emancipation Day, they display the Stars and Stripes. When the Ex-Confederate companies celebrate the anniversary of the birth of Lee, they proudly flaunt an old rebel battle-flag.

THE THORNDIKE MURDER.

JOHN T. GORDON SENTENCED TO BE HANGED AFTER ONE YEAR'S IMPRISONMENT—HE PROTESTS HIS INNOCENCE.

BELFAST, Me., Jan. 20.—The last act connected with the trial of John T. Gordon, the Thorndike murderer, took place to-day. At 2 o'clock the prisoner was brought into court. County Attorney Fogler, in the absence of the Attorney General, moved that sentence be pronounced. In reply to an inquiry by Judge Dickerson if he had anything to say in his behalf, Gordon, in a firm voice and without any apparent emotion, spoke substantially as follows: "I am not guilty, in the first place, although circumstances, evidence, and false witnesses are all arrayed against me, and although there are doubts about the existence of such a man as Charles W. Greene, who committed the murder, and who was seen by more than one person in Thorndike on the 7th of last June conversing with me. I might go back and review the relationship which existed between my brother, his wife and family, and myself. In regard to the letters received by a young lady with whom I was keeping company, which were derogatory to my character, and which are said to constitute a motive for the murder, she says these letters did not change her mind. I do not see where the motive was. I think there was doubtful evidence enough to grant me a new trial. Everything connected with my past life has been distorted to a great extent, even after the murder was committed. Even the little boy who was wounded was made to give a false answer when asked about the murder. Public sentiment has been strong against me. If you feel inclined to sentence me I cannot help it. I am, before God and man, innocent of the deed, and time will show it." Judge Dickerson, in a solemn and impressive manner, then sentenced the prisoner to be hanged in the jail-yard at Thomaston after one year's imprisonment.

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, Jan. 21—1 A. M.—The barometer continues high, with clear and freezing weather in New-England. It has risen on the Atlantic coast, with threatening weather in the southern portion of the Middle States and clear weather on the South Atlantic coast. Cloudy weather and rain, with easterly winds and less pressure, are reported from the lake region and the Ohio Valley. Rain and snow, with southerly winds and low barometer, are reported from the North-west. The temperature has risen decidedly in the Lower Mississippi Valley and in the Gulf States, with southerly winds and partly cloudy weather. The rivers in Western Pennsylvania have risen rapidly during the day.

PROBABILITIES.

For New-England, clear or fair weather during a portion of the day, followed by cloudy weather and probably rain or snow, with a slight rise of temperature during Wednesday evening.

For the Middle States and the lower lake region, easterly to southerly winds and rain or sleet will prevail, with falling barometer and rising temperature.

For the Southern States east of the Mississippi River, easterly winds veering to southerly, with continued high temperature and fair weather, except possibly in the lower Mississippi Valley and Tennessee, where rain will prevail

For the Ohio Valley and thence northward, over the upper lake region and the upper Mississippi Valley, cloudy weather, with rain or snow, during a portion of the day, followed by clearing and colder weather in the North-west.

The rivers in western Pennsylvania will continue to rise during Wednesday.

IN THIS CITY.

The following record shows the changes in the temperature during the last twenty-four hours, as recorded at Hudnut's drug-store, No. 218 Broadway: 3 A. M., 35°; 6 A. M., 34°; 9 A. M., 35°; 12 M., 32°; 3 P. M., 33°; 6 P. M., 28°; 9 P. M., 26°; 12 P. M., 25°. Average, 33½°.

RAILROAD BRIDGE BURNED.

PORTLAND, Me., Jan. 20.—The Eastern Railroad bridge at Biddeford, Me., was totally destroyed by fire, this afternoon; loss $70,000. The bridge was built in 1861.

FALL FROM A SCAFFOLDING.

BOSTON, Mass., Jan. 20.—Samuel H. Curtis, a carpenter, fell thirty feet from a building in Malden, to-day, and received dangerous internal injuries.

LATEST NEWS BY CABLE.

FRANCE.

PRESENTATION OF A GOLD MEDAL TO M. THIERS FROM PHILADELPHIA.

PARIS, Jan. 20.—Mr. Washburne, the American Minister, yesterday, on behalf of the French residents of Philadelphia, presented Ex-President Thiers with a gold medal.

In his speech on the occasion, Mr. Washburne alluded in terms of warm praise to the friendship shown by France to the United States during the American Revolution. He also eulogized the French people who have taken up their residence in the United States. M. Thiers feelingly replied. After expressing his thanks to his countrymen in the United States for their repeated manifestations of confidence in him, he declared that the Republic was the only government possible in France; consequently the bond of friendship between the two nations would be strengthened.

THE NOMINATION OF MAYORS—RELATIONS OF FRANCE TO THE POPE.

VERSAILLES, Jan. 20.—In the Assembly, to-day, the bill conferring on the Government the power of nominating Mayors finally passed by a majority of forty-three votes.

The Duke Decazes, urging the postponement of an interpellation on foreign affairs submitted by an Ultramontane Deputy, declared that the apprehensions that peace might be disturbed, which had recently manifested themselves, were unfounded. The Government was solicitous for the welfare and spiritual independence of the Pope, but at the same time sincerely desired to maintain relations of harmony and friendship with Italy. The Government would labor incessantly to prevent misunderstandings with any power, for peace was necessary to the prosperity of France. The Duke said he made the above statement with the full concurrence of President MacMahon.

A motion to postpone the interpellation was carried.

GREAT BRITAIN.

HEAVY WEATHER.

LONDON, Jan. 20.—A heavy gale prevailed around the British coast yesterday.

THE RUMOR OF MR. LOWE'S RETIREMENT CONTRADICTED.

LONDON, Jan. 20.—A contradiction is given to the report that Mr. Lowe, Secretary of the State for the Home Department, would retire from the Cabinet in consequence of a disagreement with Mr. Gladstone in relation to the appointment of the Sheriff of Lanarkshire, Scotland.

THE STEAM-SHIP CELTIC DISABLED—SHE LOSES THE BLADES OF HER PROPELLER.

LIVERPOOL, Jan. 20.—The White Star Line steam-ship Celtic, which left Liverpool on Thursday last, came in contact with some floating wreckage at night and lost all the blades of her propeller. She returned to Queenstown in tow of the steam-ship Gaelic, of the same line. The cargo of the Celtic will be transferred to the Gaelic at Queenstown. The passengers will remain at Queenstown until Friday next, when they will leave for New-York on the Baltic.

[The agents of the White Star Steam-ship Line have received a dispatch from their Liverpool agent confirming all the above particulars of the accident to the Celtic.]

ARRIVAL OUT OF A NEW-YORK STEAMER.

QUEENSTOWN, Jan. 21.—Steamer City of Antwerp, Capt. Lavar, from New-York Jan. 10, for Liverpool, arrived here at 2:30 this morning.

SPAIN.

THE NUMANCIA AT CARTAGENA—ADMIRAL TOPETE TO INVESTIGATE THE INSURRECTION.

MADRID, Jan. 20.—The iron-clad Numancia, accompanied by the men-of-war Vittoria and Carmen, has arrived at Cartagena.

Admiral Topete, Minister of the Marine, has gone to Cartagena with full power to investigate the circumstances of the Intransigente insurrection. Señor Zavala, Minister of War, takes charge of the Ministry of the Marine in the absence of the Admiral.

SWITZERLAND.

THE INTERNATIONAL POSTAL CONVENTION.

BERNE, Jan. 20.—The Federal Council has appointed the 15th of October, 1874, as the day for the opening of the International Postal Congress.

PORTUGAL.

QUARANTINE RESTRICTIONS REMOVED.

LISBON, Jan 20.—The Government has removed the quarantine restrictions recently imposed on vessels from the Gold Coast.

RUSSIA.

BALL AT THE AMERICAN LEGATION IN ST. PETERSBURG.

ST. PETERSBURG, Jan. 20.—The ball given at the American Legation last night was a brilliant affair. Gen. Kauffmann, commander of the Khivan expedition, and all the leading diplomats, were present.

THE ASHANTEE WAR.

THE KING OF ASHANTEE REPORTED TO BE SUING FOR PEACE.

LONDON, Jan. 21—6 A. M.—The *Daily Telegraph* says it is rumored that the King of the Ashantees has sent an embassy to Gen. Wolseley suing for peace, and offering indemnity.

BY MAIL AND TELEGRAPH.

Secretary Robeson is suffering from a very severe cold, which confines him to his house.

James Boyle, a driver of an express, was killed at Fall River yesterday, by being thrown from his wagon.

Patrick McKey was killed on the Old Colony Railroad, near Fall River, yesterday, while walking on the track.

At Grantham, N. H., yesterday, Edwin Sargent, Selectman of the town, was killed by falling under his load while hauling wood.

Rev. Dr. D. N. Pohlman, who was for many years at the head of the Lutheran Church in Albany, N. Y., died suddenly yesterday, in the seventy-fourth year of his age.

James F. Shunk, Esq., son of the late Ex-Gov. Shunk, and son-in-law of Hon. Jeremiah S. Black, died suddenly in Harrisburg, Penn., yesterday afternoon, of heart disease. He was a writer of ability.

Joseph Kornela was arrested in Albany yesterday at the request of the Sheriff of Macomb County, Michigan, for a murder committed in November, 1872. He had been at work in Albany since that time.

The New-Hampshire Editors' and Publishers' Association adopted a resolution yesterday to the effect that it is inexpedient to take any action that may result, directly or indirectly, in the restoration of the abuses of the franking privilege.

The body of John DeGroot, of Nyack, N. Y., aged thirty-two years, who was first mate of the schooner Elias Moore, and who has been missing in Baltimore since Tuesday last, was found yesterday, within a few feet of the wharf, in that city, where the vessel had been lying.

FORTY-THIRD CONGRESS.

FIRST SESSION—Jan. 20.

SENATE.

Mr. SHERMAN presented the credentials of Hon. A. G. Thurman, who was re-elected United States Senator from Ohio for six years from March 4, 1875.

Petitions were presented for revision of the Internal Revenue laws; against any increase of the volume of currency, and asking that the National Banking act be amended, and that the volume of fractional currency be reduced.

LAND CLAIMS.

Mr. SUMNER, of Massachusetts, presented the petition of citizens of New-Mexico and Colorado Territories in regard to the Maxwell Land Grant and Railroad Company, and asking the enactment of a law limiting the amount of land grantees, and moved that it be referred to the Committee on Public Lands.

Mr. SARGENT, of California, suggested that it be referred to the Committee on Private Land Claims, as that committee had more time to investigate the subject. Millions of acres of public land grants had been confirmed to parties having no right to them, and there should be a thorough investigation. There was fraud somewhere, and it should be ferreted out.

Mr. SUMNER accepted the suggestion to refer to the Committee on Private Land Claims, and it was so referred.

CHEAP TRANSPORTATION.

Mr. OGLESBY, of Illinois, presented a petition of the National Board of Trade in regard to increasing the facilities and cheapening the rates of transportation between the interior and the sea-board, and asking for the improvement of the natural water-routes. He said, in presenting this petition of the National Board of Trade, he did so as an expression of the increasing feeling in this country upon the important question of cheap transportation. He must insist that this question to-day is demanding more attention than the question of finance. He knew of no question of so much concern to the Western people as that of cheap transportation, and he hoped the committee having the matter in charge would be prepared at an early day to submit to the Senate some practical solution of this problem. If the foreign markets were to fix the price of the grain or this nation, then it became important to the people of the West and the whole community what the charges should be between the point of production and the point of sale. The charges now imposed by the railroad, steam-boats, middle-men, and commission merchants exceed threefold the price paid the producer. This question must be met in some form by the people of the United States, but more particularly by the Congress of the United States. He did not know where the solution would come from, as he had lost all hope of bringing the railroads to a fair and just compensation for transportation of products. They met the producer at every point with the old common law doctrine, the statement that he should have his freight transported at a reasonable compensation, and, if the charges were more than reasonable, he could go to court and have it settled by the court and jury. But how hopeless it is for the shipper to go to court. The expense meets him at once and drives him away; therefore, he has no redress. The people are no more than moderate in their demands that the General Government should consider this question. He belonged to that class which believed that there could be found in the Constitution of the United States power to meet any question of national importance. The powers of the Constitution are ample and full to meet all exigencies at all times for the wants of the people. He believed power could be found in it to meet this question of transportation. There was power conferred by it for Congress to cross the line to look into the States to construct railroads and canals, until the people of all sections of the country became satisfied. He had no local feeling in the matter, but if the great West was to be cramped and confined for the want of transportation to market, less than a quarter of a century would pass before Europe and the great East would be clamoring for the products of the West. The people of the West are active, industrious, and enterprising, and they would transfer the manufactories of the East and of Great Britain to their own section and thus use their own products. The vast surplus of pork, wheat, corn, barley, and rye of the West could hardly be estimated. A market must be found. He differed from the National Board of Trade as to the power of Congress in the matter. The board seemed to have a doubt as to that power, but he had none. He believed Congress had power to construct a railroad if it was deemed expedient to do so. He did not say that Congress had the right to regulate charges on private railroads, but it could confer powers on a corporation to construct a railroad and prescribe rates and fares to be charged. He had not yet made up his mind to vote a single dollar from the national Treasury for that purpose, but would be willing to vote for one such road to be constructed from New-York to the Missouri River, with branches to Chicago, St. Louis, and other places. Should he vote for that, however, he would be expected to vote for fifteen or twenty more such roads, and that he was not prepared to do. He asked that the petition be referred to the Committee on Transportation Routes to the Seaboard, with the request that the committee, within reasonable time, should present its conclusions on this intricate question. He had no hope that after all their industry and thought they would be able to present a satisfactory solution of it; but their report would be a step in the right direction. The petition was referred to that committee.

Mr. BOGY, of Missouri, having obtained unanimous consent, said the question of cheap transportation had assumed an aspect of great importance, and all felt it. Although he did not rise to give in his adhesion to the party called Grangers he hailed the birth of that organization with a great deal of pleasure. The farmers of the West felt the wrong they labored under. In his estimation, the object most desired was the opening of the natural water routes of the interior leading to the oceans, and the improvement of the Mississippi, Ohio, Missouri, and other large streams of the West. The mouth of the Mississippi should be improved, so that vessels of the largest class could come up to New-Orleans. Remove these obstructions, and we will have afforded to the great West a means of cheap transportation, and give the people means to reach foreign markets with their products. He did not favor the construction of a railroad now. Let that rest for the time being, and confine legislation to the opening of the great water routes.

THE LOUISIANA SENATORS.

Mr. MORTON, of Indiana, asked unanimous consent to take up the resolution for the admission of P. B. Pinchback in the Senate as Senator from Louisiana. He said he desired to have the resolution taken up that he might make a motion to have it recommitted to the Committee on Privileges and Elections, with instructions to send for persons and papers and investigate as to the matter. Since last Friday he had received information justifying him in the belief that an investigation touching the circumstances should be made.

Mr. McCREERY said he had obtained the floor some days ago for the purpose of addressing the Senate on the subject of Louisiana affairs, and, if it met the views of the Senate, he would appoint Monday, after the expiration of the morning hour, to submit his remarks. He therefore objected to the resolution being taken up now.

Mr. MORTON gave notice that after the gentleman (Mr. McCreery) should conclude, on Monday, he would move that the resolution be recommitted for the purpose of investigation.

At a later stage of the proceedings Mr. Morton said that, for the purpose of avoiding misapprehension, he would state that matter which he proposed to have investigated when he asked to take up the resolution for the admission of Mr. Pinchback, was to have the Committee on Privileges and Elections inquire, not as to whether Mr. Pinchback was elected by the legal Legislature of Louisiana, nor as to the validity of the Kellogg Government, but as to the personal conduct of Mr. Pinchback himself in connection with that election.

PRINTING OF SPEECHES.

Mr. ANTHONY, of Rhode Island, presented a petition of the employing printers of Washington, D. C., in regard to work being done at the Government Printing Office, such as the printing of law records, Congressmen's speeches, &c., in violation of law. He said that all speeches printed at the Government Office by Congressmen were paid for by themselves, they having the right under the law to have printing done at the Government Office by paying for it. As members of Congress, in our days, were accused of stealing everything, from a railroad to a tooth-pick, he desired it to be understood their speeches, printed at the Government Office, were paid for by themselves.

POWER OF CONGRESS OVER RAILWAY INCORPORATION.

Mr. CLAYTON, of Arkansas, called up the resolution submitted by him on the 8th of December last, instructing the Committee on Railroads to consider the expediency of reporting a bill providing for a general system of railroad incorporation. He said that in view of the great importance of the question of cheap transportation, and the probability of its being determined that Congress has no constitutional power in regard to chartering railroads through States, he desired to have the resolution referred to the Judiciary Committee, with the request that the committee, would, at an early day, lay before the Senate their views as to the power of Congress to legislate on this subject. The resolution was so referred.

Mr. SHERMAN introduced a bill for the payment of the bonds of the Louisville and Portland Canal Company, which continues in full force and makes permanently applicable the appropriations made for that purpose by the act of March 3, 1873, and directs the Secretary of the Treasury to take possession of the property within thirty days after the enactment of the bill.

THE FINANCCIAL QUESTION.

Consideration of the resolution reported by the Finance Committee, in regard to relieving the money stringency was resumed.

Mr. BROWNLOW, of Tennessee, submitted remarks which were read by the Clerk, the Senator being too feeble to speak. He thought an immediate return to specie payment would be destructive to the business of the country. Our present financial system he thought, was very good, but capable of some amendment, one of the principal defects being the unequal distribution of the currency. The South and West wanted more, and measures should be taken to relieve these sections.

Mr. GORDON, of Georgia, said when, in an agricultural country like the United States, the cultivation of the soil ceases to be remunerative, and its profits year by year are absorbed by others than the tillers of the soil, the producers growing poorer and poorer and the non-producers rich, there was a fundamental error in our financial system. The cultivation of the soil was not remunerative, and the price paid for the use of the circulating medium was far in excess of the profits of the producer. Wealth disseminated itself less and less, and the power of concentrating money increased. The evil, could be remedied by Congress, and he believed more currency was what was needed to do this. If Congress would announce that it intended to give more money to the people and give it flexibility, that very hour would bring relief to the country and bring out millions of greenbacks now hoarded up. He spoke of the wants of his section and said he believed there was more prosperity there when it took sixty dollars in Confederate money to buy one in gold in the days of the war. If gold should all be banished from the country, it would make no difference, providing we had a currency universally recognized. Some of the most beggarly countries in the world were those where they have nothing but specie payments—Spain, for instance—while some of the most prosperous countries of the world were those where there was a suspension of specie payment. He thought this effort of the Government to bring gold into the country irrational, and only resulted in keeping gold out by stifling industry. Cheap money was what we wanted. The Southern States had but a little over $2 per capita circulation, and that was not enough for the industries of that section. The South is poorer to-day than she was the day Lee surrendered at Appomattox Court-house. Unless this Congress give speedy relief nothing but ruin and bankruptcy awaits the people there in the near future. The ruling bank interest in Georgia is one and one-half per cent. a month, and that discounted from the face of the note, and compounded every thirty or sixty days. What country on the face of the earth could stand such rates? Give the people more money, and give that money elasticity. He hoped the day would come when we would issue money not founded on gold, but on the faith of the Government, and receivable for all dues alike.

Mr. CHANDLER, of Michigan, said there should be more money, but better money. What the business of the country required was stability. The business of the nation would conform to any state of facts, providing those facts be permanent. He therefore advocated return to a specie basis. Government should say it would resume specie payment on the 1st of January, 1875, authorize the Secretary of the Treasury to borrow one hundred millions of dollars in gold at that time; stop the sale of gold now, and by the 1st of January we would have two hundred millions in gold to begin the redemption of our legal tenders. He opposed any increase in the volume of the currency, even the issue of the $44,000,000 reserve.

THE POST ROUTE BILL.

The financial resolution was laid aside informally, and the Post Route bill was taken up.

Mr. PRATT, of Indiana, offered an amendment declaring all bridges heretofore or hereafter to be erected across navigable rivers and all public railroads to be post routes.

Mr. MORRILL, of Maine, offered an amendment that hereafter no service should be ordered on post routes until an examination as to the necessity therefor be made by a special agent and approved by the Postmaster General.

Mr. PRATT explained that the object of his amendment was to leave the matter in the hands of the department to establish these post routes, and do away with the necessity of a Postal Route bill every year.

Mr. RAMSEY opposed the amendment, as it would legalize every bridge over the Missouri and other rivers, and prevent Congress ordering their removal if it be found that they obstructed navigation.

Pending the discussion, the bill was laid aside and the finance resolutions again taken up, upon which Mr. Merrimon, of North Carolina, was entitled to the floor, but upon commencing he gave way to a motion for adjournment, and at 4:35 P. M. the Senate adjourned.

HOUSE OF REPRESENTATIVES.

Mr. DONNAN, of Iowa, from the Committee on Printing, reported back the Senate bill directing the printing of 1,500 copies of the Biennial Register, instead of the number now authorized, which was passed.

RAILROAD CHARGES FOR FREIGHT AND PASSENGERS.

Mr. McCRARY, of Iowa, from the Committee on Railroads and Canals, reported a bill which provides for the regulation of passenger and freight charges on railroads, through a commission of nine members to be appointed by the President by and with the advice and consent of the Senate, and to hold office for two, four, and six years, with a compensation of $4,000 and actual traveling expenses.

SUSPENSION OF THE RULES.

Mr. MAYNARD, of Tennessee, from the Committee on Rules, reported a new rule providing that all motions to suspend the rules, except to go into the Committee of the Whole, shall, before being submitted to the House, be seconded by a majority as in the case of the previous question. The proposition gives rise to considerable discussion, the new rule being advocated by some as a means of preventing the House from being forced to vote by yeas and nays on buncombe resolutions, and being opposed by others as an infringement on the constitutional rights of the minority, which would thus be cut off from the power to have a vote taken on propositions emanating from it. After an hour's discussion Mr. Maynard moved the previous question, but the House refused to second it, and the discussion was resumed, continuing till the close of the session.

Mr. SCOFIELD, of Pennsylvania, moved to amend the proposed rule by allowing the question of seconding motions for suspension of the rules to be taken by yeas and nays.

Mr. WARD, of Illinois, moved to lay the proposed rule on the table. Negatived—yeas 115, nay 127.

Mr. SCOFIELD then withdrew his amendment.

After several yea and nay votes the rule was adopted by a vote of 124 to 101.

The House then, at 5:10 o'clock, adjourned.

STREET-CAR STATISTICS.

The earnings of the lines of City street cars for the past year are given in the State Engineer's report as follows: Broadway and Seventh Avenue Line, total receipts, $920,158; expenses, $599,364; number of passengers carried, 17,883,776. Dry Dock and East Broadway Line, receipts, $1,275,624, against $576,459, and carried 15,536,160. Eighth Avenue Line, $798,040, as against $578,232. Belt Line, $969,098; expenses, $553,082; carried 13,579,955. Avenue C Line, receipts amounted to $230,022, against $9,506, and carried 5,860,770, and the Bleecker Street Line showed total receipts of $257,704, as against $458,180, and carried 5,557,191 passengers.

THE RAILROAD QUESTION.

REPORT OF THE COMMITTEE ON RAILWAYS AND CANALS.

GOVERNMENT REGULATION OF RAILWAYS—THE CONSTITUTIONAL QUESTION AND THE QUESTION OF EXPEDIENCY.

WASHINGTON, Jan. 20.—The following is the full text of the report submitted to the House of Representatives to-day by Mr. McCrary, of Iowa, Chairman of the Committee on Railways and Canals:

REPORT.

The Committee on Railways and Canals to whom was referred House bill No. 1,210: "A bill to regulate commerce by railroad among the several States," have had the same under consideration, and reported the accompanying amendment thereto in the nature of a substitute, and recommend its passage: In the judgment of the committee the measure of legislation now proposed is so important as to make proper a statement, in the form of a report to the House, of some of the principal grounds which it is believed not only justify but demand its adoption. Without repeating in detail here the provisions of the bill, it is enough for our present purpose to say that it asserts the right and duty of Congress to regulate inter-State commerce as carried on by railroad, and prescribes as one of the regulations thereof that the charges of persons engaged in such commerce for carrying freight and passengers shall in all cases be fair and reasonable. Of the details of the bill we do not speak here, because these can well enough be discussed elsewhere. Suffice it to say, that their purpose is (and we think them well adapted to it) to adopt and enforce, under suitable penalties, as one of the rules or regulations concerning commerce carried on by railroads among the States, the taking of no more than fair and reasonable toll or compensation. Before any discussion of details, it is necessary to consider and determine, first, whether the end thus sought can be attained by a constitutional act of Congress; and, secondly, whether, if constitutional, it is expedient. Let us consider these questions in their order.

I.—THE CONSTITUTIONAL QUESTION.

Among the powers expressly conferred upon Congress by section 8 article 1 of the Constitution, is the power "to regulate commerce with foreign nations and among the several States, and with the Indian tribes." In considering the question whether, under this provision, Congress has power to pass the bill reported, it will be unnecessary to inquire as to the nature and extent of the power conferred by this provision upon Congress. It will not be denied that this clause of the Constitution confers upon Congress by express words power to legislate upon the general subject of the regulation of commerce among the several States. It is not a negative provision; it does not declare what power Congress shall not have; it is not merely prohibitory. It is affirmative. It declares that Congress "shall have power," &c. In order to show that this provision of the Constitution authorizes Congress to pass the bill reported, it is necessary to establish the following propositions: 1. That the "commerce among the several States" which may be regulated by Congress, includes commerce carried from State to State by railroads. 2. That to regulate the charges for carrying freight or passengers upon inter-State railroads so as to limit them to what is fair and reasonable, and prevent extortion, is a legitimate exercise of the power to regulate such commerce. These propositions are abundantly supported both by reason and authority. The term "commerce," as employed in the Constitution, undoubtedly means intercourse and exchange both of persons and property between different States and communities. It refers to the commerce itself, and not to the particular manner in which it is carried on. If it could be held to apply to the latter, and if it could be shown that the constitutional provision in question was confined in its operation to commerce to be carried on by the same mode in existence when the Constitution was adopted, all commerce among the several States might escape regulation by abandoning entirely the vehicles in use in 1787. In this way the plain provision of the Constitution might be nullified if this construction of it could be sustained. Upon this subject, Judge Redfield, in his able and exhaustive work on the law of railways, has this to say:

"The natural import and construction of the terms of the Constitution would not seem to admit of much doubt, judging from the language merely. The meaning of the word "commerce," at the time the Constitution was adopted, must have been definitely settled and well enough understood. The word, as is well understood, is derived from the Latin *commercium*, which is found almost in its original form in most of the languages of modern Europe. It means, in its most literal sense, intercourse and exchange, both of persons and commodities. It is more nearly synonymous with traffic than with any other word in the language, probably. Its great natural divisions, for ages, have been foreign and inland. The regulation of all the former and that portion of the latter which extended beyond the limits of a single State was, as we have seen, by the organic law of our National Government, secured to the nation, and the remainder was naturally left to the particular State where it exclusively existed. It is obvious that the purpose of the provisions was not to be confined to future commerce carried on in the same mode it was then; *i. e.* by ship and boat navigation propelled exclusively by wind. If that had been so the provision could not have been applied to that large portion of commerce now carried on by steam power, which has already become very considerable, and is constantly increasing in a rapidly advancing ratio. * * * The fact that the entire subject of regulating all commerce among the different States, including all the means and appliances by which it was carried on, was committed to Congress, and that, thereafter, the States were to have no concurrent action in the regulation of the same, would seem to reduce the question of regulating inter State railway traffic to the single inquiry whether it forms any portion of the commerce of the country which requires to be regulated at all. Those who assume to argue that Congress has no power to regulate the traffic upon these extended lines of railway, reaching from one end of the Union to the other, must, if they would meet the question fairly, either say the traffic on these extended lines of railway, amounting to many millions annually, probably ten times as much as the entire commerce of the country at the time of the adoption of the Constitution, is not commerce at all, or, if it be, is not subject to any regulation or control whatever. For it is certain the States have neither the power nor capacity to regulate to any purpose, or with any efficiency, this inter-state railway traffic. It must, then, come under the control of Congress or be left to its own devices and impulses—an experiment never yet tried in any other country."—(Redfield on Railways, pp. 720, 722.)

In the great case of Gibbons vs. Ogden, 9 Wheat., 1, which arose and was decided in 1824, when steam navigation was in its infancy, it was held that commerce comprehended navigation as well as intercourse and traffic, and no doubt was expressed as to the right of Congress to regulate it when carried on by an agency not known when the Constitution was adopted, to wit: the power of steam. On the contrary, the power to regulate inter-State and foreign commerce, when carried on by means of steam vessels, was distinctly asserted, and if extended to steam vessels, why not to steam cars, since they were alike unknown when the Constitution was adopted? The opinion in this case (Gibbons vs. Ogden) was delivered by Chief Justice Marshall, and it discussed so ably the very question we are now considering, viz., the nature and extent of the power given to Congress to regulate commerce, that we feel constrained to quote from it as follows:

"The subject to be regulated is commerce, and our Constitution being, as was aptly said at the bar, (by Mr. Webster,) one of enumeration and not of definition, to ascertain the extent of the power, it becomes necessary to settle the meaning of the word. The counsel of the appellee would limit it to traffic, to buying and selling, or the interchange of commodities, and do not admit that it comprehends navigation. This would restrict a general term applicable to many objects to one of its significations. Commerce undoubtedly is traffic; but it is something more; it is intercourse. It describes the commercial intercourse between nations and parts of nations in all its branches, and is regulated by prescribing rules for carrying on that intercourse."

And again:

"To what commerce does this power extend? The Constitution informs us, to commence with, foreign nations and among the several States, and with the Indian tribes. It has, we believe, been universally admitted that these words comprehend every species of commercial intercourse between the United States and foreign nations. No sort of trade can be carried on between this country and any other to which this power does not extend. It has been truly said that commerce, as the word is used in the Constitution, is a unit, every part of which is indicated by the term. If this be the admitted meaning of the word, in its application to foreign nations, it must carry the same meaning throughout the sentence, and remain a unit, unless there be some plain, intelligible clause which alters it."

The object to which the power is next applied is to commerce "among the several States." The word "among" means intermingled with. A thing which is among others is intermingled with them. Commerce among the States cannot stop at the external boundary line of each State, but may be introduced into the interior. It is not intended to say that these words comprehend that commerce which is completely internal, which is carried on between man and man in a State or between different parts of the same State, and which does not extend to or affect other States. Such a power would be inconvenient, and certainly is not necessary. Comprehensive as the word "among" is, it may very properly be restricted to that commerce which concerns more States than one. The phrase is not one which would probably have been selected to indicate the completely interior traffic of a State, because it is not an apt phrase for that purpose, and the enumeration of the particular classes of commerce to which the power was to be extended, would not have been made had the intention been to extend the power to every description. The enumeration presupposes something not enumerated, and that something, if we regard the language or the subject of the sentence, must be the exclusively internal commerce of a State. And here follows from the pen of this great jurist, and as the announcement of the Supreme Court, perhaps the best definition of the line which divides the State from the Federal jurisdiction, which can anywhere be found. It is in the following words:

"The genius and character of the whole Government seem to be that its action is to be applied to all the internal concerns of the nation, and to those internal concerns which affect the States generally, but not to those which are completed within a particular State, which do not affect other States, and with which it is not necessary to interfere for the purpose of executing some of the general powers of the Government. The completely internal commerce of a State then may be considered as reserved for the State itself."

After showing that in regulating commerce with foreign nations the power of Congress does not stop at the jurisdictional lines of the several States, but may be exercised wherever the subject exists, the court proceeds to say: "This principle is, if possible, still more clear when applied to commerce among the several States. They join each other—in which case they are separated by a mathematical line; or they are remote from each other—in which case other State lines lie between them. What is 'commerce' among them, and how is it to be conducted? Can a trading expedition between two adjoining States commence and terminate outside of each? And if the trading intercourse be between two States remote from each other, must it not commence in one, terminate in the other, and probably pass through a third? Commerce among the States must of necessity be commerce with the States."

Judge Cooley, in his work on Constitutional Limitation, after referring to this and other cases on the subject, says: "It is not doubted that Congress has the power to go beyond the general regulations of commerce which it is accustomed to establish, and to descend to the most minute direction, if it shall be deemed advisable, and that, to whatever extent ground shall be covered by these directions, the exercise of State power is excludad. Congress may establish Police regulations as well as the State, confining their operations to subjects over which it is given control by the Constitution. (Cooley on Constitutional Limitation, 586.) The very question now under consideration is discussed and described by Mr. Justice Miller, of the Supreme Court of the United States, in the case of Gray vs. The Clinton Bridge Company, reported by the American Law Register in May, 1868. From the very able and conclusive opinion in that case, we quote as follows: "Navigation, however, is only one of the elements of commerce. It is an element of commerce, because it affords the means of transporting passengers and merchandise, the interchange of which is commerce itself. Any other mode of effecting this would be as much an element of commerce as navigation. When this transportation or interchange of commodities is carried on by land, it is commerce as well as when carried on by water, and the power of Congress to regulate it is as ample in the one case as in the other. The commerce among the States spoken of in the Constitution must, at the time that instrument was adopted, have been mainly of this character, for the steam-boat, which has created our great internal commerce on the rivers, was then unknown. Another means of transportation, equal in importance to the steam-boat, has also come into existence since the Constitution was adopted; a means by which merchandise is transported across States and kingdoms in the same vehicle in which it started. The railroad now shares with the steam-boat the monopoly of the carrying trade. The one has, with great benefit, been subject to the control of salutary Congressional legislation, because it is an instrument of commerce. Is there any reason why the other should not? However, this question may be answered in regard to that commerce which is conducted wholly within the limits of a State, and is therefore neither foreign commerce nor commerce among the States, it seems to me that where these roads become parts of great highways of our Union, transporting a commerce which embraces many States, and destined, as some of these roads are, to become the channels through which the nations of Europe and Asia shall interchange their commodities, there can be no reason to doubt that to regulate them is to regulate commerce, both with foreign nations and among the States, and that to refuse to do this is a refusal to discharge one of the most important duties of the Federal Government. As already intimated, the shackles with which the different States fettered commerce in their selfish efforts to benefit themselves at the expense of their confederates was one of the main causes which led to the formation of our present Constitution. The wonderful growth of that commerce since it has been placed exclusively under the control of the Federal Government has justified the wisdom of our fathers. But are we to remit the most valuable part of that commerce again to the control of the States and to the consequent vexations and burdens which the States may impose through whose territories it must be carried on? And must all this be permitted because the carrying is done by a method not thought of when the Constitution was framed? For myself I must say I have no doubt of the right of Congress to prescribe all needful and proper regulations for the conduct of this immense traffic over any railroad which has voluntarily become part of one of those lines of inter-State communication, or to authorize the creation of such roads when the purposes of inter-State transportation of persons and property justify or require it." The recent decision of the Supreme Court in the case of the State freight tax (15 Wallace, 232) seems to the committee entirely conclusive of the question we are considering. In that case inter-State commerce by railroads was held to be the subject exclusively of Congressional control and regulation, and a statute of the State of Pennsylvania was held to be unconstitutional and void because it attempted to do that which the court held to be in the nature of a regulation of that commerce. The regulation attempted by the State was in the shape of a tax upon freight carried by any railroad, or other transportation company, "doing business within the State of Pennsylvania." The court held that this was a regulation of commerce, and being such, in so far as it applied to inter-State commerce, it was unconstitutional. The opinion in this case is itself an admirable and exhaustive treatise upon the very question we are considering. Its conclusion is that the State can make no law in the nature of a regulation of commerce which can apply to "freight taken up within the State and carried out, or taken up in other States and brought within her limits." In delivering the opinion of the court, Mr. Justice Strong said:

"Beyond all question the transportation of freight, or of the subjects of commerce, for the purpose of exchange or sale, is a constituent of commerce itself. This has never been doubted, and probably the transportation of articles of trade from one State to another was the prominent idea in the minds of the framers of the Constitution when to Congress was committed the power to regulate commerce among the several States. * * * Nor does it make any difference whether this interchange of commodities is by land or water. In either case the bringing of the goods from the seller to the buyer is commerce."

It is by no means important in order to establish the power of Congress to pass the bill reported, that it should be made to appear that the power of Congress over inter-State commerce is exclusive. The power is ample, whether it be exclusive or not. But it seems to the committee that the case first cited is conclusive of the question, and leaves no doubt that the power of Congress is exclusive. Upon this point the Court say:

"It is not necessary to the present case to go at large into the much debated question whether the power given to Congress by the Constitution to regulate commerce among the States is exclusive. In the earlier decisions of this court it was said to have been so entirely vested in Congress that no part of it can be exercised by a State. It has, indeed, often been argued and sometimes intimated by the court that so far as Congress has not legislated on the subject, the States may legislate respecting inter-State commerce. Yet, if they can, why may they not add regulations to commerce with foreign nations beyond those made by Congress, if not inconsistent with them, for the power over both foreign and inter-State commerce is conferred upon the Federal Legislature by the same words, and certainly it has never yet been decided by this court that the power to regulate inter-State as well as foreign commerce is not exclusively in Congress." And again the court says: "The rule has been asserted with great clearness that whenever the subjects over which a power to regulate commerce is asserted are in their nature national, or admit of one uniform system or plan of regulation, they may justly be said to be of such a nature as to require exclusive legislation by Congress. Surely transportation of passengers or merchandise through a State, or from one State to another, is of this nature."

These authorities leave no room for doubt concerning the power of Congress to regulate that commerce among the several States, which is now carried on by means of railroads. They establish conclusively that the power of Congress extends to all commerce which concerns more than one State, and that it necessarily includes the carrying of freight and passengers from a place in one State to a place in another State. It reaches and controls that commerce which is beyond the reach of any single State, because not completely internal within any one State. This being settled, we come to the consideration of the second proposition, which is, that the power to regulate commerce may be exercised by enacting, as proposed in the bill reported, that persons and companies engaged in it as public or common carriers, shall charge no more than reasonable rates for such carriage, and shall in no case be guilty of extortion. It would seem almost self-evident that to so regulate charges is to regulate commerce. The term "regulate" signifies to fix or establish rules, or regulations for the Government, or control of some particular thing. Hence it was said by Chief Justice Marshall in "Gibbons versus Ogden" that "commerce is regulated by prescribing the rule by which Congress is to be governed. Can there be a doubt but that to fix the rate of toll or compensation to be taken by those engaged in carrying on commerce is to prescribe such a rule. Let it be remembered that we are not now to consider whether the prohibition of unreasonable charges is a reasonable regulation or not. The question is not whether such a regulation is reasonable or unreasonable, proper or improper, expedient or inexpedient but simply whether it is a regulation. If it prescribes a rule to be followed in carrying on commerce, then it is a regulation of commerce. That it does prescribe such a rule is plain. The rule prescribed is that "in carrying on commerce upon railroads between points in different States, reasonable rates may be charged, and not more." If that is not a regulation, what is it? The power of Congress upon this subject has no limitations other than those prescribed in the Constitution itself. Upon this subject Chief Justice Marshall, in his opinion, already cited, (Gibbons versus Ogden,) used the following strong language:

"It is the power to regulate, that is, to prescribe, the rule by which commerce is to be governed. This power, like all others vested in Congress, is complete in itself; may be exercised to its utmost extent, and acknowledges no limitations other than are prescribed in the Constitution. These are expressed in plain terms, and do not affect the questions which arise in this case, and which have been discussed at the bar. If, as has always been understood, the sovereignty of Congress, though limited to specified objects, is plenary as to those subjects, the power over commerce with foreign nations and among the several States is vested in Congress as absolutely as it would be in a single Government, having in its Constitution the same restrictions on the exercise of the power as are found in the Constitution of the United States."

The wisdom and discretion of Congress, their identity with the people and the influence which their constituents possess at elections, are in this, as in many other instances, (as that, for instance, of declaring war,) the sole restraints on which they have relied to secure them from its abuse. They are restraints on which the people must rely solely in all representative Governments. If the language here quoted gives the true meaning of the Constitution, of which there can be no doubt, then the power of Congress in the matter of controlling and regulating inter-State commerce is co-extensive with the power of the States over their completely internal commerce, and, if the power of a State over its own commerce is, for any reason, less than "plenary," then the power of Congress within its sphere is necessarily greater than that of such State, for the power of Congress can be limited only by the terms of the Constitution of the United States. It will hardly be claimed, however, at this day that a State has no power to fix or limit the charges of railroads within its territory. That they have such power is now generally conceded. The power of the State over the railroad commerce within its limits is not derived from the fact that railroads are chartered by the State, but it is derived from the fact that railroads are public highways, and therefore necessarily subject to legislative control. In a very recent case, (Olcott vs. The Supervision, 16 Wallace, 678,) the Supreme Court of the United States say that "railroads, though constructed by private corporations and owned by them, are public highways." This has been the doctrine of nearly all the courts ever since such conveniences for passage and transportation have had any existence. Very early the question arose whether a State's right of eminent domain could be exercised by a private corporation created for the purpose of constructing a railroad. Clearly it could not, unless taking land for such a purpose by such an agency is taking land for public use. The right of eminent domain nowhere justifies taking property for a private use. Yet it is a doctrine universally accepted that a State Legislature may authorize a private corporation to take land for the construction of such a road, making compensation to the owner. What else does this doctrine mean if not that building a railroad, though it be built by a private corporation, is an act done for a public use? And the reason why for public use is, that such road is a highway, whether made by the Government itself or by the agency of corporate bodies, or even by individuals when they obtain their power to construct it from legislative grant. It would be useless to cite the numerous decisions to this effect which have been made in the State courts. We may, however, refer to two or three which exhibit not only the doctrine itself, but the reasons upon which it rests. Whether the use of a railroad is a public or a private one depends in no measure upon the question who constructed it, or who owns it. It has never been considered a matter of any importance that the road was built by the agency of a private corporation. No matter who is the agent, the function performed is that of the State. Though the ownership is private, the use is public. So turnpikes, bridges, ferries, and canals, although made by individuals under public grants, or by companies, are regarded as *publici juris*. The right to exact tolls or charge freights is granted for a service to the public. The owners may be private companies, but they are compelled to permit the public to use their works in the manner in which such works can be used. That all persons may not put their own cars upon the road and use their own motive power, has no bearing upon the question whether the road is a public highway. It bears only upon the mode of use of which the Legislature is the exclusive judge.

And in the same case the court says: "The railroad can therefore be controlled by the State. Its use can be defined; its tolls and rates for transportation may be limited." And since Congress may make any regulation concerning commerce among the States which the State can make concerning that which is completely internal, it follows that since the latter may be regulated by limiting tolls and rates for transportation, so may the former. It would, indeed, be a strange anomaly if a line of railroad operating in but one State, and engaged in local commerce only, should be held subject to legislative control in respect to its charges, while a great through line crossing the territory of many States, and largely engaged in commerce among them, capable of becoming, if uncontrolled, a vast and dangerous monopoly, should be held free from such control. And yet such is the inevitable consequence of a denial of the power of Congress to limit charges upon inter-State lines, while granting to the States power to limit such charges upon lines within their borders. The regulation of inter-State commerce by State law is, as Judge Redfield well says, "simply impossible," for the plain reason that the laws of a State can have no extra territorial force whatever. (Redfield on Railways, vol 1, page 722.) In the case of the State freight tax already cited in this report, the court held that the tax upon a ton of freight carried from one State to another was a regulation of commerce among the States, and, therefore, that no State can lay or collect such a tax. In delivering the opinion of the court, Mr. Justice Strong said:

"Then, why is not a tax upon freight transported from State to State a regulation of inter-State transportation, and, therefore, a regulation of commerce among the States? Is it not prescribing a rule for the transporter by which he is to be controlled in bringing the subjects of commerce into the State and in taking them out? Can any one fail to see that to fix rates for the transporter by which he is to be controlled in carrying on such commerce is to prescribe such a rule? The proposition that to fix reasonable rates for the government of persons engaged in carrying on commerce is a legitimate exercise of the power to regulate such commerce, will appear still more clearly when we consider that, at common law, it was a violation of the obligation of a common carrier to charge unreasonable or excessive compensation for the discharge of any of his duties. It advocates, in a recent argument against the validity of the Illinois law upon this subject and made on behalf of the Chicago and Alton Railroad Company, that common carriers, acting under a charter, or without one, are alike liable for any abuse of the public in their charges." (See Argument of Mr. Beckwith in report of Illinois Commissioners for 1872.) And the authorities fully sustain this proposition: Carriers of goods and passengers, who set themselves before the public as ready to carry for all who apply, become a kind of public officer, and owe to the public a general duty independent of any contract in the particular case. (Redfield, on Carriers and Railroads section 132.)

In Thorpe vs. Railroad Company, Vermont 150, the Supreme Court of that State say: "There is also the general public power of the State by which persons and property are subjected to all kinds of restraints and burdens in order to secure the general comfort, health, and prosperity of the State; of the perfect right in the Legislature to do which no question ever was, or upon acknowledged general principles ever can be, made, so far as natural reasons are concerned. And it is certainly calculated to excite surprise and alarm that the right to do the same in regard to railways should be made a serious question." Mr. Parsons, in his work on Contracts (vol. 2, p. 175) distinctly recognizes the right to fix by law the rates to be taken by a common carrier when he says: "Where required by statute to make a reasonable and equal charge against all he (the common carrier) cannot by by-laws or rules discriminate as to amounts or modes of compensation according to their occupation, but must carry the same amounts the same distance for the same price for all persons." And again, on page 205, he says compensation of common carriers "is sometimes fixed by law, as for incorporated companies, ferries, &c." The authorities upon the subject are numerous and uniform, and they leave no doubt as to the right to limit by law the charges of common carriers to such as shall be reasonable; for they show clearly that such a law is simply declaratory of the common law itself. The English Parliament has repeatedly enacted laws to regulate the rates to be charged by railway and canal companies. And these laws have been construed and enforced by the courts of that country in many cases. It has been well said that the English statutes were enacted to correct abuses for which the common law, by the method of its procedure, did not afford adequate remedies. Is the authority of Congress, when exercising powers conferred upon it by the Constitution, more limited than that of Parliament? We think not. According to Chief Justice Marshall in Gibbon vs. Ogden the power o Congress in the matter of regulating commerce among the States is plenary, and certainly that of Congress can be no greater.

It will be observed that the question of the power of Congress to create or charter a corporation to operate a line of commerce from State to State, and to exercise the right of eminent domain, is not involved in the passage of the bill reported. It is, however, well settled by decisions of the Supreme Court of the United States that Congress may charter a corporation which is a necessary or proper instrument for carrying into effect any of the powers of the General Government. (Osborn vs. United States Bank, 7 Wheaton, 860; McCullough vs. Maryland, 4 Wheaton, 411.) In the latter case the court by Chief Justice Marshall said: "The power of creating a corporation is never used for its own sake, but for the purpose of effecting something else. No sufficient reason is, therefore, perceived why it may not pass as incidental to those powers which are expressly given if it be a direct mode of executing them."

If, therefore, Congress should deem it necessary in the exercise of the power expressly conferred, to regulate commerce among the several States, to charter new lines of railroads or canals as channels of such commerce, its power to do so would seem beyond question. Let us consider for a moment the consequences which must result from a denial of this power. If it does not exist, why may not any State refuse to permit any adequate facilities for the passage of the commerce of other States across its territory? It this power is not in Congress, it would only be necessary for a State to decline to charter a railroad or to authorize the construction of a canal, to accomplish the virtual destruction, in many instances, of the commercial interests of a neighboring State or section. Or, if Congress has no power in the premises, what is there to prevent a State from compelling all commerce passing through its territory to pass over a single line, to pay tribute to a single corporation, and to a single centre? Is it possible for example, that the State of New-York, extending as she does from the ocean to the great lakes, could permanently interrupt and cut off commercial intercourse by railroad between New-England and the West, and Congress remain powerless to afford a remedy?

The right of eminent domain is an attribute of sovereignty, and it belongs of necessity to every sovereignty. It belongs to the States, undoubtedly, for all legitimate purposes, that is to say, for any purpose under their own sovereignty. It belongs to the National Government also, and may be exercised by it whenever needful to the complete and effectual exercise of its powers.

If this were not so the United States could not erect a fort or an arsenal, a light-house, Custom-house, or Post Office within any one of the States if the State should refuse to condemn and take, and the private owner should refuse to sell and convey, the necessary land for the purpose. This whole question has recently been considered by the Supreme Court of Michigan in the case of Trombley vs. Humphrey, Auditor General, 23 Michigan, 471. An elaborate and exhaustive opinion was delivered in that case by one of the ablest jurists in the country, (Judge Cooley,) and we content ourselves with referring to it, and quoting from it the conclusion reached by the court as follows: "Under the division of power between the United States and the individual States, each has its sphere of sovereignty, within which it moves and operates, without let or hindrance from the other, and within that sphere it employs the eminent domain whenever needful to complete and effectual exercise of its powers, and with as little occasion or necessity for the permission or assistance of the other as if the two Governments were wholly foreign to each other, instead of being constructed as parts of one harmonious system." It has been insisted that Congress cannot regulate inter-State commerce when carried on by railroad because the railroads themselves are chartered by the States, and therefore exclusively under their control. But the answer is obvious. Congress does not interfere except for the purpose of regulating and controlling inter-State commerce. If this distinction is kept in mind, the difficulty suggested must disappear. It cannot for a moment be conceded that persons engaged in commerce among the States can escape supervision and control by being incorporated in the several States through or into which they carry their operations. The right of Congress to regulate such commerce cannot be made to depend upon the corporate character of the agents by which such commerce is carried on. The right of a State in general to control all corporations of a public character which it creates, is not questioned, but that this right can be carried to the extent of creating a corporation and authorizing or permitting it to engage in inter-State commerce, and by that means taking that commerce out of the control of Congress, is emphatically denied. The power of the State to control its corporations must be exercised with reference to those subjects over which the State has jurisdiction, and to such contracts, transactions, and engagements as are subject to be regulated and controlled by State law. Those who insist that the corporate existence and character of the railroad companies of the country is an insuperable barrier to Congressional legislation upon this subject must assume the position that the States, by chartering companies for carrying on inter-State commerce, can deprive Congress of its constitutional powers in the premises. That such a position is wholly untenable is clear. The power of Congress to regulate commerce exists independently of the means or agencies by which that commerce is carried on. Steam-boat companies engaged in the navigation of our great rivers are frequently, and we believe generally, incorporated under State laws; but it has never been urged that for this reason the commerce carried on by these companies is beyond the control of Congress.

THE QUESTION OF EXPEDIENCY.

There are already in the United States over 70,000 miles of railway, and the system is yet in its infancy. The commerce carried on by this means is vast and rapidly increasing. It is to be presumed that no one will claim that all this immense commerce ought to remain permanently exempt from legislative control or regulation. If there could be a doubt upon this subject the most casual investigation would remove it. The rates charged for railroad transportation are, as a rule, the result of combination, such a thing as honest competition being systematically avoided. Upon this subject Mr. Charles Francis Adams, Jr., in a recent speech, delivered before a committee of the Massachusetts Legislature, has stated the facts so forcibly that we quote as follows:

"Where capital and industry are free to flow, no monopoly can exist. Now, what is the case as regards railroads? You, gentlemen, perfectly well know that wherever combination is possible, (it is the shrewd aphorism of old George Stephenson,) competition is impossible. The only thing which can enable competition to exist is the presence of competing forces too numerous to combine. Look abroad over this country, and you will see at a glance what competition amounts to so far as railroads are concerned. Take, I pray you, the case of New-York and Chicago, two cities a thousand miles apart, between which railroads have been constructed as fast as private capital could construct them. Every gentleman on this committee knows that not a rate is charged between New-York and Chicago which is not established by combination. You know that every time the tariff is to be raised or lowered the freight agents of the several companies meet in convention, and they decide how much it shall be raised or how much it shall be lowered, and the change agreed upon takes effect upon all the roads on a given day. You know—every man who has looked into this subject knows—that the only competition which exists is between land transportation and water transportation, and when water enters into the struggle—when navigation opens—then the freight agents meet, and rates are reduced. When the lakes freeze up then the freight agents meet again and the rates are raised. Whether reduced or raised, however, the change always is the result of combination. Again, let us look at this question from another point of view. The idea of competition certainly implies the existence of several agents. As regards railroads, however, even the combination of competitors is limited to a few localities; except at competing point—points, that is, upon which railroads converge—transportation by rail is a pure absolute monopoly, affected only by municipal law and considerations of self-interest, and in no degree subject to the influence either of competition or of supply and demand. Now, how large a portion of all the towns on our railroads are points of railroad convergence? In other words, how many of them can look to competition for even a pretense of protection against monopoly? Take, for example, the Boston and Albany Road. It runs through a densely-inhabited region, filled with manufacturing cities and towns; it is two hundred miles in length; it has eighty stopping-places; but of points of railroad convergence—places at which a possibility of competition exist—it numbers just seven. Take, again, the Central Road of New-York; including its Auburn Division, it has four hundred and five miles of road, in the very garden and central thoroughfare of the continent. On the whole four hundred miles, there exist just nine points of convergence; six hundred miles of railroad with sixteen competing points; and those inhabiting all the other localities may use the Central or the Boston and Albany, as the case may be, or they may stay at home, whichever they prefer. But, is it not something of a mockery to refer this system for its regulation to the principles which control the production of boots, and cotton cloth? And, if this is so here in the manufacturing East, it is not hard to imagine what must result in the agricultural West, where the very nature of the leading industry renders it impossible for the population to concentrate at points of railroad convergence. In the West the mass of the people feel themselves helpless, and hence the angry feeling now prevailing against the railroad companies throughout that region."

The facts here stated are not doubted by any well-informed person. In illustration of their truth it may be mentioned that within the past thirty days it has been announced in the public press that certain officials representing the great through lines, at a meeting held in the City of New-York have increased their rates of freights from the West fully thirty-three per cent., to take effect on the first day of the present month. This was an agreement among the railroad officials, to be enforced by virtue of their control of several great monopolies, as against the producing classes who furnish the cargoes which they are to carry, and the consuming classes who must purchase and pay for them, but neither of those latter have had any voice in the matter. As one of the results of this system, it may also be mentioned that on the 30th of December, 1873, a bushel of wheat was worth forty-five cents more in New-York than in Chicago, and a bushel of corn was worth thirty per cent. more in the latter than in the former city, the difference being mainly absorbed by the cost of transportation. That the rates charged for this carriage are unreasonably high, is beyond dispute. It has been claimed by well-informed experts before your committee that grain can be carried from Chicago to New-York at a fair profit for about twelve cents per bushel; but whether this be so or not, there is no doubt but that when the price charged is twice or thrice that sum it is exorbitant; and when it is remembered that about 36,000,000 tons of freight was carried by these trunk lines in the year 1872, probably one-third of which was Western products, it will at once be seen how important and how vital to the interests and rights of the people it is that some other interest and some other power than the combined interest and power of these great monopolies should be invoked in the regulation of these charges.

We assume, therefore, that this commerce by railroad should be controlled and regulated by law. Of course, the laws which shall secure this regulation and control must be either National laws or State laws, or both. It has been claimed that State legislation is of itself sufficient, but a little reflection will show that this is an error. Your committee are not disposed to recommend the slightest encroachment by the Federal Government upon the rightful domain of State legislation, and we say distinctly that in so far as a remedy for these evils can be found in local or State laws, to that extent the remedy should be sought in that direction. But the proposition that inter-State commerce cannot be controlled and regulated by State laws, is too plain for argument. The great trunk lines, or through lines as they are called, must be regulated by national law, or not regulated at all. They make contracts to carry freight from the Missouri River to the Atlantic, and even sometimes from one ocean to the other, without a change of cars. In the transaction of their immense business they make no note of State lines. True, they may be chartered by some one or all of the States whose territory they traverse, but they are, to all intents and purposes, one line, operating in and through many States.

We have already seen that any State law attempting to regulate commerce upon such lines as these would be unconstitutional and void, because it would be an attempt by the State to exercise the power to regulate commerce among the several States, which is confided by the Constitution exclusively to Congress. (See State Freight tax cases, 15 Wallace, 232; Crandall vs. Nevada, 6 Wallace, 33; Gibbons vs. Ogden, 9 Wheaton, 1.) But, aside from its unconstitutionality, such legislation would be ineffectual for other and very apparent reasons. Let us suppose that the commerce to be regulated extends over a line from Council Bluffs, Iowa, to Boston, Mass., and passing through the States of Iowa, Illinois, Indiana, Ohio, Pennsylvania, New-York, Connecticut, and Massachusetts. How can any rule or regulation for carrying on commerce upon this line be enacted or enforced by State authority? If we are to admit that one rule may apply in one State and a different rule in another, a dozen different and conflicting rules might result. If some of the States should pass no laws upon the subject, what is to hinder the railroad company from fixing its own rules and charging its own prices for carrying freight over the territory of such State, surely it will not be pretended that a statute of Iowa can regulate the rights and duties of a common carrier in the State of Pennsylvania. But, again, the most conclusive of all considerations upon this subject is the fact that if the regulation of these long lines belongs to the State alone, they may increase as well as diminish the charges of these carriers, and may thus discriminate in favor of their own people and against those of other States. Again, if the laws of a dozen different States are to be applied as regulations of the conduct of a carrier in the transportation of a single cargo, such questions as these must arise: Which State shall enforce its regulation? To how many penalties shall the carrier be subjected? In what and how many courts shall he be answerable? And finally, if obedience to the laws of one State is found to be a violation of the laws of another, what shall be the carrier's duty? These suggestions, while they show the wisdom of our fathers in placing this commerce under national control, also demonstrate the proposition that we have before laid down, that State control is simply impossible. While this is true, there is a field within which the State may and should legislate, and that field is, as was well said by Chief Justice Marshall, in the words already quoted, in the enactment of such laws as apply to the "completely internal commerce of the State." A contract to carry freight from place to place within a State is clearly within the reach of State laws, and as clearly beyond the scope of Federal legislation. Conflict between the State and the nation in the matter of the regulation of commerce, is clearly impossible, so wisely and well have our fathers marked out the jurisdiction of Congress. Where the authority of the nation begins, that of the State ends. The former reaches and controls inter-State commerce, the latter the internal commerce of a State, and the power of each within its appropriate sphere, is alike ample. So far, then, as the question of expediency is concerned, it resolves itself into the question whether inter-State railroad commerce shall be regulated at all. The committee believe that it ought to be, and that sooner or later it must be, and they believe also that every year's delay on the part of Congress to inaugurate the work, but adds to the difficulties to be overcome, to the damages to be averted, and to the evils to be remedied.

It has been said that, admitting the power to regulate commerce, it is not expedient to exercise it to the extent of limiting charges to such as are reasonable. We have already considered the question as to the power to do this, and have seen that it is clearly a regulation, and, therefore, within the power to regulate, and we here add without hesitation that we consider it not only the most just, but the most expedient of all possible regulations.

Any attempt to regulate this commerce which stops short of a prohibition of extortionate charges must prove altogether ineffectual as a remedy for existing evils. It is now well settled, as we have seen, that the States can put no limit upon these charges. Let it also be acknowledged and settled that Congress cannot do so, and the evil which will result can be measured only by the selfishness, avarice, and cupidity which can exist in a number of great corporate monopolies, combining for their common interest and controlled by no law whatever.

TRADE AND COMMERCE.

GOLD GAMBLING AND CERTIFIED CHECKS—MISCELLANEOUS MERCANTILE INTERESTS.

The bills introduced into the Assembly by Mr. Alvord, one to suppress gold gambling, and another relating to certified checks, were discussed in financial circles yesterday. The prevailing opinion seemed against the proposed measures. A leading banker, in conversation with a TIMES reporter, said, in reference to certified checks, "it is a very good measure to adopt if they wish to drive capital from New-York. It would be most injurious to pass such a law, or to place any restrictions upon bank officials respecting the payment of checks. They must be allowed discretion to manage their own business, and if they are unfit for their position they should not be allowed to retain their places." This is the opinion of the great majority of business men in the City. As regards the bill to suppress gold gambling, it received no serious attention; it was considered more in the light of a good joke, and not worthy of thought, as it was considered that no legislative body would pass such an act. The object was admitted to be a good one, but it would, it was urged, be impracticable to carry it out. The majority of transactions in the Gold Exchange are for cash, and most of the accounts are settled daily. The proposed bill, if it becomes law, will not prevent a person selling gold, although he has not in his possession the amount to be contracted for. After agreeing to sell gold, the seller can immediately ask the buyer to loan him the same amount for a certain period, paying the usual rate of interest. The law could be evaded in various ways, and legislation upon the subject is looked upon with much disfavor. One gentleman whose views on the subject are entitled to respect, said the proposed measure was a very foolish one. Gold was an article of merchandise, and legislation will not and cannot prevent persons from dealing in it. If the bill becomes law, the only effect of it will be, he said, to raise the price of gold. If legislation in this respect be desirable to prevent gambling in gold it is equally if not more desirable to apply similar legislation to all descriptions of stock gambling. Another gentleman stated that the scheme is impracticable, and if people wish to gamble in gold or in stocks no legislation can prevent or even mitigate the evil.

THE PRODUCE EXCHANGE.

The following-named gentlemen were elected members of the Produce Exchange yesterday: C. B. Barber, G. L. Carey, of Erie and North Shore Line; E. P. Fabbri, of Fabbri & Chauncey; J. S. Fowler, of James Keeler & Co.; Moses Goodkind, Alex. Mackey, and Henry D. Tyler. The case of Wallace, Curtis & Co. against Sinclaire & Marvin, which had been referred to the board, was dismissed for want of jurisdiction, as the cause of complaint arose before the defendants became members of the Exchange. The case of George J. Knox & Co. against Austin Baldwin & Co. was postponed to April next, the defendant not being at present in the country.

THE NAVAL STORE TRADE.

The Naval Store Trade met yesterday at the Produce Exchange, and concluded their consideration of the proposed rules for the government of their trade, and adopted the same with slight amendments. They also passed the following resolutions:

Resolved, That the Committee on Naval Stores be instructed to convey, in suitable terms, the thanks of this meeting to the Board of Managers of the Washington Produce Exchange, for their valuable co-operation in framing new rules for the regulation of the trade in naval stores.

Resolved, That the committee be authorized to take such measures as may be necessary to secure the adoption in Charleston of rules similar to those adopted by us, and to arrange any differences which may arise on the subject there or in Wilmington.

CHAMBER OF COMMERCE COMMITTEE ON REVENUE REFORM.

The committee recently appointed by the Chamber of Commerce to present a memorial to Congress asking for a modification or repeal of the present system of moieties and penalties are now at work at the rooms of the Chamber, No. 63 William street, where they will gladly confer with persons who have suggestions to offer on the subject of revenue reform. The committee wish it distinctly understood that they do not propose to extend their efforts beyond the single subject referred to them.

MUNICIPAL AFFAIRS.

THE BOARD OF APPORTIONMENT—MISCELLANEOUS TOPICS.

A special meeting of the Board of Estimate and Apportionment was held yesterday in the Controller's Office. Mayor Havemeyer was called to the chair. Some preliminary business having been transacted, a resolution was offered appropriating $25,000 for street-cleaning during the month of December, 1874, and it was carried without debate. The board then authorized the Controller to issue $50,000 New-York County bonds, and $20,000 New-York City bonds to liquidate claims and judgments. Resolutions were adopted appropriating $15,293 12 to the New-York Society for the Ruptured and Crippled; $6,876 06 to the account for the maintenance of Parks and Places; $7,384 37 to the New-York Infant Asylum, and $52,901 75 for armories and drill-rooms. All the amounts were transferred from various accounts.

THE REORGANIZATION OF THE ASSISTANT ALDERMEN.

A suit in the nature of *quo warranto* is to be brought in the Supreme Court for the purpose of testing the right of Mr. Joseph P. Strack to act as President of the Board of Assistant Aldermen. Acting under instructions from the Corporation Counsel, a special messenger, it is said, left this City last evening for Albany for the purpose of obtaining authority from the Attorney General to commence the proceedings in his name. Mr. Henry E. Davies will appear as counsel for Mr. Wade, who still claims to be President of the board, and Col. Brooke for Mr. Strack. It is believed that the case will take precedence of others, and be argued before the Supreme Court General Term next week. Several members of the board asserted yesterday that whatever the decision may be, it will be appealed from by the defeated party.

AN OLD LANDMARK GONE.

The old Hibernia Hall, situated on Prince street, between Mott and Mulberry streets, has recently been torn down, to make way for a more substantial and imposing structure. The building had stood for more than half a century, and was for many years the head-quarters of the old Hibernian societies known as the Ancient Order of Hibernians, which were once so numerous in the City. The Fenians, too, often held their meetings in this hall, and it has been the scene of some very lively meetings. It will be remembered that, on the morning of the parade of the Orangemen on the 12th of July, 1871, an excited assemblage of Irishmen gathered at the hall and determined upon a demonstration in opposition to the parade of the Orangemen. Crowds of armed men proceeded from the hall on that eventful morning, and the scenes which ensued on that eventful day are still impressed upon the memory of the citizens of New-York. For many years the saloon under the Hibernia Hall was the resort of some of the lowest and worst class of the lower wards of the City. Previous to the war the place was kept by a person who afterward won some distinction as an officer in the army, and who was killed during the rebellion. About a year ago the building was condemned by the authorities as an unsafe structure, and was about the same time considerably damaged by fire. Several days ago the last vestige of this noted and once popular resort of the Hibernians was removed.

JERSEY CITY BOARD OF PUBLIC WORKS.

At a meeting of the Jersey City Board of Public Works, yesterday, the committee appointed to investigate certain charges made by Commissioner De Lavergne, a member of the board, against Isaac B. Markey, Water Purveyor, presented their report. De Lavergne accused Markey of having circulated reports and made statements detrimental to his (De Lavergne's) character. During last December the board dismissed Markey from his position, and about two weeks subsequently reinstated him at a reduced salary. After his reappointment, Markey made the assertion that he had been obliged to pay De Lavergne one month's salary ($150) for his vote. As soon as the Commissioner heard of the statement he demanded an investigation, and a committee was appointed for that purpose. On being brought before the committee, Markey denied that he had made the assertion, but Water Register J. V. B. Vreeland declared that he had. Several other witnesses testified that Markey said he had been obliged to pay $150 to the Pavonia Club, a political organization, of which De Lavergne is one of the leading members, to secure his reappointment. It transpired during the investigation that the money was paid to that club. The report of the committee fully exonerated Mr. De Lavergne, and that gentleman will now probably make a demand for Markey's removal. Chief Engineer Culver recommended to the board the abandonment of the old thirty-six inch conduit and bridge across the Hackensack River on which it rests, declaring that the maintenance of both was only a useless expense since the construction of the new conduit. The recommendation was referred to a committee and the President of the board for consideration.

THE FEBRUARY MAGAZINES.

—*The Atlantic Monthly* fully justifies the opinion entertained by its friends that it would in no measure deteriorate in the hands of its new publishers. The present number contains a series of articles of solid merit, although we regret to miss the continuation of Prof. Agassiz's papers on "Evolution." There is, however, an interesting continuation by Theodore Lyman, with some recollections of the lamented zoölogist, which are of historical value. One point only strikes us as peculiar. Referring to M. Agassiz's coming to this country, the writer says "He was not spurred by failure, for already his reputation had been made by his great monographs on the glaciers and fossil fishes. He came, perhaps, in a spirit of adventure and curiosity." But the *Système Glaciare* was first published in 1847, if we are not mistaken, although for ten years previously, through the Helvetic Society, M. Agassiz had made his theories known. He came to Boston first in 1846 with a twofold object—to lecture and to fulfill a mission intrusted to him by the Prussian Government. It was for retiring from the latter that some people have criticised his conduct; but the Prussian Government released him from his engagement, and it cannot be said that the intention of that Government in appointing him to conduct certain investigations in zoölogy and geology has not been served. It is to Prof. Bache, the Superintendent of the Coast Survey, more perhaps than to any one else, that we owe the fact of M. Agassiz taking up his residence in America—In some chapters of autobiography Mr. Robert Dale Owen gives us a lively picture of some of his experiences as United States Minister at Naples. When the reader is compelled reluctantly to part from Mr. Owen in this pleasant record of the past, he may well turn to the guidance of Mr. H. James, Jr., who will lead him intelligently through "A Chain of Italian Cities," and give him much excellent advice and useful information about some places that are not too well known. Thence he may pass into the guardianship of W. J. Armstrong, and, leaving the shores of the Italian Peninsula, go eastward for a glimpse "over Ilium and Ida," and be entertained on the way with some cheerful gossip inspired by old Greece. "I rested," Mr. Armstrong tells us, "in the rude clay cabin of a Mussulman, who assured me—falsely, I think—that I was the first Frank who had visited Bounarbashi—old Troy—for five years. The next morning I rose to see some Greek women, whose huts were also on these premises, washing their garments in the fountains alleged to be those described by Homer as the sources of the Scamander. It was the exact scene of the *Iliad*. The

——"Washing troughs
Of well-wrought stone—where erst the wives of Troy
And daughters fair their choicest garments washed
In peaceful times, ere came the sons of Greece."

The spirit of the place, now a solitude, but full of the richest memories, and still presenting many of the manners of which Homer sang, has put a warmth of tone and picturesque coloring into Mr. Armstrong's sketch which render it one of the most agreeable in an unusually genial selection of contributions. "Prudence Palfry," by T. B. Aldrich, progresses well; and John G. Whittier has recalled a momentous event in the history of slavery with a graphic account of the convention held in 1833 at Philadelphia. It is pleasant to look back, now that the great struggle is over, upon those early efforts of the good men whose courage and faith in their cause enabled them to do battle against what must then have seemed to many people insuperable difficulties. The poetical contributions this month are of more than average merit. They are contributed by Lucy Larcom; Will Wallace Harney, Celia Thaxter, J. T. Trowbridge, and Oliver Wendell Holmes, the last of whom gives a characteristic ballad of the "Boston Tea Party." Besides other articles which we have not room to mention, a large space is devoted to recent literature, art, and music, notices of which go to complete a very excellent number.

—*Harper's Magazine* is exceptionally prolific in illustrations, and marked also by the varied and useful character of its contents. In some "Notes About Pottery and Porcelain" we have a capital article on a very entertaining subject, and some most effective engravings, which well display the character of works of both ancient and modern times. So far as is possible in the limited space of a magazine paper, the writer has supplied a very complete treatise, full of useful details, touching upon all the more prominent features of the history of ceramic art, and furnishing a good stimulus to a deeper study of it. Members of the Methodist Church will read with satisfaction a notice of the Wesleys, in connection with a brief record concerning the City Road Chapel, where John Wesley gave his latest ministrations, and where he was buried. Taken with a paper on a similar subject in another magazine, we have this month, by a little coincidence, a somewhat detailed portraiture of the founder of Methodism. The present contribution, which is by Mr. Eugene Lawrence, is well illustrated with portraits of the Wesleys, and of the interior of the chapel and the tomb. It will, therefore, be specially valued by members of the communion in America. Mr. Charles Nordhoff has an interesting contribution, with many additions to our previous knowledge, concerning the Columbia River and Puget Sound; and in connection with it must be read an anonymous poem, entitled a "Legend of the Cascades," the tradition in which comes from the neighborhood of the Columbia. We use the word "poem" advisedly, for, as a literary production, it merits the application; but we are glad, too, to see these Indian stories preserved. It is none too soon to gather them up, for they form a valuable insight into ethnological science which, with the disappearance of Indian tribes, must be lost beyond revovery if they are not collected now. Walt Whitman publishes what we are justified in terming a characteristic production. But the beauty of it is beyond the reach of our perception. If an unknown writer had penned it, we doubt if we should ever have seen it where it is. The most important contribution in this number is one by Mr. Edwin De Leon on "The New South." The author rather loses sight of the other sources of cotton supply which have recently made the mills of Europe less dependent upon our Southern produce than they were before the war, but he furnishes a great amount of practical information, and draws a most hopeful picture, not only of the future, but of the present condition of that part of the South which comes under his immediate notice. "Virginia, Georgia, and Texas are in the advance. Their example, and those of Alabama and South Carolina, will lead their sisters into the same paths, and a self-sustaining, self-supporting South be substituted for the cotton kings' exclusive domain." The contributions of a lighter tone contain nothing that deserves special mention; but in the miscellaneous matter at the end, which in many forms is well known to, and always appreciated by, readers of *Harper's*, there are some features which are unusually attractive.

—Although the *Galaxy* offers nothing exceptionally striking, there are several articles that will repay perusal. If not brilliant, they are not devoid of interest or literary merit. Gen. Custer continues his "Life on the Plains," of which we have before had occasion to speak with favor; and Mr. Justin McCarthy, wisely abstaining from personalities about noted foreigners, gives us two more chapters of "Linley Rochford." It is too early yet to form anything like a conclusive judgment upon this work; but, as far as it goes, it promises to be the best novel which Mr. McCarthy has written. Under the title of "Views Abroad," Mr. Albert Rhodes has given us an admirable insight into the life of the chiffoniers of Paris, a class whose occupation no word in our language accurately defines. If we call them rag-pickers we come nearest to a definition, but we indicate only a part of their business. They are a people whom the most unobservant traveler in the French capital can hardly fail to have noticed, but their mode of life and organization are an interesting study. Into some of the mysteries of this Mr. Rhodes pleasantly leads us, and he graphically describes many of the chiffonier's peculiarities, not excepting the way by which they gratify their fondness for the dance. In the ball-room devoted to their use in the chiffonier's quarter, a low rail marks off the space devoted to the dancers, two sous being the charge for admission to each couple.

"A half-dozen policemen are stationed in different parts of the room, and their uniform in this place is a pleasant thing for the eye of the visitor to dwell upon. Within the railing the dancing proceeds with energy, the charge being two sous for each dance for each couple, the man naturally defraying the expense. There are instances, however, when the woman, tired of her rôle as a wall-flower, furnishes the money to some needy cavalier. The person who receives the two sous is a man of authority who stands in the centre of the ball-room floor, inviting all in a loud voice to come forward and participate in the Terpsichorean entertainment. At this, an irreverent thought enters my mind of the revivalist preacher calling upon the brethren and sisters to come forward to the mourners' bench. 'Avancez, avancez, Messieurs et Mesdames, on va commencer,' cries this man. 'Ca va être rigolo—une musique ébouriffante; avancez!' When the dancing is under way, whether waltz or quadrille, the music stops and the dance-stimulator collects the two sous from each couple, which rather indicates a want of confidence in the solvency of the dancers."

In an article on John Wesley, Mr. Alfred H. Guernsey displays himself as an enthusiastic admirer of the founder of Methodism. The proposal to place a monument to the memory of Wesley in Westminster Abbey leads Mr. Guernsey to the conclusion that the world moves, and he anticipates the time when the leader of the English great rebellion will have a statue in the Houses of Parliament. But the world moves faster than Mr. Guernsey thinks; for if he ever should visit the palace at Westminster he will there see a statue in marble of Oliver Cromwell, and he will learn, if he wishes, how many years it has been there. In the meanwhile he writes well of Wesley. There are more linguistic notes by Mr. R. G. White, and a good story by Francis Ellington Loop, a writer who will probably be better known among us. Mr. Richard B. Kimball, contributes a paper which either he, or the editor, or the printer, finds it difficult to name. The index tells us that it is upon Democratic institutions, but the text declares that it is upon aristocratic institutions. We are not sure that either title would not do, but that in the index seems the more applicable, for, after all, we acknowledge no aristocratic institutions, although some of those we have may, as the author believes, be gradually assuming the worst features that are often attributed to the institutions of aristocratic countries. Mr. Kimball does not propose a remedy for the tendency which he deplores; he is content for the present to discuss the subject. Mr. Junius Henri Browne discourses upon the friendship of women. We believe he is a little mistaken as to the popular opinion upon the subject, but if he is, he fully makes up for it by the soundness of his judgment afterward, although we should not like to commit ourselves to all he says.

—*Lippincott's Magazine* presents us with the first installment of a Scotch novel by George Macdonald. It is very Scotch, but promises to be very good. If American readers can overcome the abundant peculiarities of dialect, they will find it well worth following. The first few lines, as follows, indicate its character in the one respect, and introduce us to Miss Horn, a well-drawn character:

"'Na, na; I hae nae feelin's, I'm thankfu' to say. I never kent ony guid come o' *them*. They're a terrible sicht i' the gait.'

'Naebody ever thoucht o' layin' 't to your chairge, mem.'

''Deed, I aye had eneuch adu to du the thing a had to du, no to say the thing 'at naebody wad du but mysel'. I hae had nae leisur' for feelin's an' that,' insisted Miss Horn.

But here a heavy step descending the stair just outside the room attracted her attention, and, checking the flow of her speech perforce, with three ungainly strides she reached the landing.

'Watty Witherspail! Wattie!' she called after the footsteps down the stair.

'Yes, mem,' answered a gruff voice from below.

'Wattie, when ye fess the bit boxie, just pit a hemmer an' a puckle nails i' yer pooch to men' the hen-hoose door. The tane maun be atten't till as weel's the tither.'

'The bit boxie' was the coffin of her third cousin, Griselda Campbell, whose body lay in the room on her left hand as she called down the stair. Into that on her right Miss Horn now re-entered, to rejoin Mrs. Mellis, the wife of the principal draper in the town, who had called ostensibly to condole with her, but really to see the corpse."

Mr. Will Wallace Harney has a somewhat striking contribution of a psychological character, entitled "A Western Seeress." He instances many curious examples of apparently prophetic inspiration, but the main feature of the paper is that referred to in the title, and it is worth reading. Mr. Harney tells us that two minds are *en rapport* when one reflects the other independently of any artificial method of communication. He quotes, also, the French definition: "Minds in habitual collision acquire a duality of action, by which the sensorium receives reciprocal impressions, independently of communication through speech or sign." But he ought to have covered the ground more completely. Mental coincidence is frequent. A discovery made at the same time by two investigators, working and thinking independently of each other, has been of frequent occurrence. If the explanation be easy, it is also more than an explanation, for it is a step toward a clearer conception of the nature of the other condition. Mr. Harney might profitably resume the subject. Thus far he has made a most amusing paper out of it. The illustrations in Mr. Strahan's "New Hyperion" this month surpass the preceding in exquisite humor and drollery. Several of them are inimitable specimens of quaint representations of incidents in life, without excessive or vulgar caricature. The literary portion fully sustains the interest of previous installments of this work, and is here and there studded with sparkling points of satire and quiet fun. The Empress Josephine is one of the few characters in history who at all times stirs a chord of sympathy and interest. A description of the Chateau Malmaison, by Marie Howland, supplies an opportunity for another delicate tribute to the memory of Napoleon's injured wife, and will contribute to do her further honor, if any be possible in the estimation of mankind. Under the title of the "Two Marquises," Mr. Reginald Wynford writes a lively paper relating chiefly to the late Marquis of Hertford; but he supplies, unintentionally we presume, an argument which will be little liked by those who denounce the laws of primogeniture and entail. There are also contributions by the author of *Quitars*, by George H. Boker, S. C. Clarke, Louis A. Roberts, Francis Asheton, &c. All are interesting, and none are dull. Geniality seems to be the leading principle aimed at in this magazine, always combined with high literary merit, and the present number is more than usually excellent.

THE SANITARY BUREAU.

The number of inspections made by the Sanitary Inspectors during the week ending Jan. 17, was 1,640. Two cases of small-pox were removed to the hospital by the Ambulance Corps. Permits were given to the consignees of twenty-eight vessels to discharge cargoes. Eighty-six cases of scarlet fever, nine cases of typhoid fever, twenty-three cases of measles, sixty-one cases of diphtheria, and six cases of small-pox were received during the week.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—JAN. 20

SALES BEFORE THE CALL—10 A. M.

900 Western Union...76¼	900 Lake Shore....80½
300 do....76⅜	400 do....80⅝
900 do....76½	1400 do....80¾
3300 do....76⅜	900 do....80⅞
800 do....76¼	1000 do....80¾
800 do....s3. 76¼	900 do....80⅝
400 do....76⅜	900 do....80½
300 do....76	2700 do....80⅜
700 do....c. 76⅛	2100 do....80⅜
500 do....b3. 76¼	500 do....80¼
200 Erie....49¼	1000 do....80⅛
200 N. Y. C. & H....c.103	200 do....c. 80
700 do....103⅛	600 do....c. 80⅛
200 do....103¼	1600 do....80¼
900 do....103⅛	2300 do....80
100 do....103⅛	100 do....80⅛
100 do....c.103⅜	100 do....80¼
500 do....s3.103½	300 North-western....61
100 do....b3.103¼	600 do....61¼
100 Rock Island....105	200 do....61⅜
300 do....105⅛	100 do....b3. 61¼
100 do....105¼	100 do....61⅛
300 do....s3.105	100 do....61¼
500 do....104⅞	100 Han. & St. Jo....32
500 Pac. Mail....42½	100 do....32¼
200 do....42⅜	2300 Un. Pacific....35
1000 do....42½	1000 do....35⅛
100 do....c. 42½	1600 do....35
500 do....42⅜	1000 do....34⅞
400 do....b3. 42½	500 do....c. 34¾
900 do....s3. 42⅜	2000 do....34⅞
200 do....42½	1600 do....35
200 do....42⅜	800 do....35⅛
300 Ohio & Miss....34¼	1000 do....s3. 35
300 do....34⅜	1800 do....35
300 Tol. & Wab....54½	200 do....s3. 35⅛
400 do....54⅜	300 do....b3. 35¼
700 do....54	2700 do....35⅛
200 do....53⅞	200 Bos., H. & Erie....3
100 do....53¾	400 St. Paul....48½
100 do....53⅞	300 do....s3. 48¼
200 do....54⅛	300 do....48⅜
200 do....54¼	300 do....48½
200 C., C. & I. C....31⅜	300 St. Paul Pref....72¼
200 do....b10. 31½	200 do....72⅛
400 do....31½	100 do....72
100 H. & St. Jo. Pref. 41½	100 do....s3. 72¼

GOVERNMENT STOCKS—10:15 AND 11:30 A. M.

$500 U. S. 5-20 C., '65....116½	$1,000 U. S. 6s, '81 R....12.116⅞
1,000 do....12.116¾	61,000 do....116¾
500 U. S. 5-20 C., '65, new....115⅞	10,000 U.S.5s,10-40 C.113⅝
53,000 do....12.115¾	10,000 do....113½
15,000 U.S.5-20C.'67.117⅛	1,000 do....12.113½
3,500 do....small.116¼	500 do....113⅝
10,000 U. S. 5-20 R., '65....b. c.116	6,500 U.S.5s,10-40R.112⅝
	3,000 do....12.112¾
	500 do....112⅝

FIRST BOARD—10:30 O'CLOCK A. M.

$2,000 Cal. 7s....b. c.110	100 Erie....b. c. c. 49¼
1,000 Tenn. 6s, old..80	100 B., H. & E....b. c. 3
2,000 do....80⅛	100 do....c. 3
6,000 Missouri 6s....93	500 L. S. & M.S.b. c.c. 80¼
1,000 B'klyn 6s, W. L. 92	100 do....b3. 80⅜
3,000 Alb. & Sus.1st.100	400 do....s3. 80⅜
10,000 Mich. Cen. 7s. 94	300 do....80⅜
1,000 C. & T. new bs. 94	500 do....80
4,000 Cen. P. G. bds. 96¼	300 do....80⅛
3,000 do....96⅜	1600 do....80
4,000 do....96	100 do....b3. 80⅛
1,000 Un. Pac. 1st....84¾	300 do....80⅛
4,000 do....84⅞	500 do....80¼
2,000 do....85⅛	1900 do....80⅛
10,000 do....85¼	300 do....80⅜
20,000 U. P. 7s, L. G..80¼	700 do....c. 80⅜
5,000 do....80½	50 do....80¼
15,000 do....81	1500 do....80½
2,000 U. P. 10s, Inc. 75½	1500 do....80⅜
6,000 do....b. c. 76	2500 do....80¼
4,000 D., L. & W.1st.101	100 Mich. Cen....b. c. 86
6,000 Gt.W. 1st, '88. 96	400 Un. Pac....b. c.s3. 35¼
2,000 Pac. 7s, Guar. by St. of Mo....97	1700 do....35¼
8,000 North Mo. 1st. 80	400 do....35⅛
7,000 do....79⅞	200 do....35
2,000 C.& N.W.In.bs. 96	600 do....b3. 35⅛
7,000 C. & N. W. Con. coup. G. bs....85½	1200 do....35⅛
20,000 do....85¼	100 do....s3. 35⅛
3,000 M. & St.P.7s,G. 87	5000 do....35¼
1,000 M. & St. P. 1st. La C. Div....91½	1600 do....35¼
1,000 M. & St. P., H. & D. Div....80	400 do....c. 35⅜
5,000 St. L. & I.M.2d. 82½	100 do....b15. 35⅛
5,000 Mor. & Es.1st.105	300 do....35½
1,000 Mor. & Es. 2d. 101¾	30 N. Y., N.H. & H..129½
5,000 B., H. & E. 1st, b3....30	19 do....129
10,000 do....29½	15 Chi. & N. W....61
3,000 C., C. & I.C.1st. b....85	100 do....b. c. 61⅛
9,000 W. U. Tel. 7s. 96	300 do....61
3,000 D. & H. R. bs., '91....100½	400 do....61⅛
8,500 Ches. & O. 1st. 61	100 do....s3. 61⅛
6,000 L. & N.Con.'98. 90	700 do....61¼
20 Bank St. of N. Y...107½	500 do....61⅛
8 Market Bank....115	100 C. & N. W. Pf.b. c. 72½
100 Bruns. C. L. b. c. 3½	100 do....72¾
300 W. U. Tel....b. c. 76¼	10 N. J. Cen....b. c.100½
1500 do....76⅜	25 C. & R. I....b. c.c.104⅜
200 do....s3. 76¼	300 M. & St. P.b. c.s3. 48⅛
1400 do....76⅛	100 do....48⅛
100 do....76⅜	300 do....48⅜
200 do....76½	400 do....48⅝
100 do....c. 76⅜	100 do....48½
200 do....76¼	100 M. & St. P. Pf.b. c. 72¼
20 Amer. Express....61¼	200 T., W. & W....b. c. 54⅛
8 do....60½	200 do....54
200 Harlem....125	100 do....53⅞
300 do....b. c.125½	100 do....b3. 54⅛
100 Panama....b. c.b3.116	200 do....c. 54⅛
100 do....115¼	400 do....54⅝
100 Pacific Mail..b. c. 42½	200 do....54
200 do....42¼	80 Chi. & Alton Pref.111
300 do....42⅜	80 Del., L. & West..100½
600 do....42¾	200 do....b. c.101
300 do....42⅝	200 do....100⅞
200 do....b3. 43	600 do....101
200 do....42⅞	100 do....s3.101
100 do....42¾	100 do....s3.101⅛
100 do....b60. 43⅛	12 do....101¼
100 do....42⅞	200 do....b2.101¼
200 do....42¾	100 N. J. Southern....7¼
400 do....42⅝	100 do....7
100 do....42½	100 do..b. c.b3. 7
200 do....s3. 42½	100 Han. & St. Jos....32⅞
100 do....42⅜	200 do....b. c. 32⅞
500 do....42⅜	200 do....33
200 do....42⅝	100 do....c. 33
100 do....42⅜	400 do....32⅞
500 do....42½	100 do....33
100 do....b10. 42⅜	400 Ohio & Miss..b. c. 34⅝
40 do....42⅛	100 do....s3. 34⅜
500 N.Y.C. & H.b.c.s3.103¼	100 do....b4. 34½
400 do....c.103⅜	100 do....34⅝
700 do....b3.103⅜	100 do....34¾
200 do....103¼	100 C., C. & I.C.b. c.c. 31⅜
500 do....s3.103⅜	300 do....31½
700 do....103½	100 do....31⅜
100 do....b3.103⅝	100 do....31⅜
500 do....103⅛	100 do....b10. 31¾
	1000 do....31⅞
	100 do....32
	100 do....b10. 32
	24 Fourth Nat. Bk...107½
	100 Quick. Min. Co....30
	76 D. & H. Canal....120

SALES BEFORE THE CALL—12:30 P. M.

50 West. Union....76⅜	300 Union Pac....35¼
200 do....c. 76½	5700 do....b3. 35⅜
1000 do....76⅜	6100 do....35⅜
800 do....76⅜	2100 do....35⅜
500 do....b3. 76⅜	300 do....35½
500 do....c. 76⅜	1000 do....b3. 35⅜
200 do....s3. 76½	1500 do....35¼
100 do....76½	300 do....35⅛
6 do....76⅜	800 do....b3. 35¼
100 do....s3. 76⅜	1000 do....35⅛
300 do....76⅜	2700 do....b3. 35⅛
200 do....76⅜	600 do....35⅜
10 do....76⅜	500 do....b3. 35⅜
1000 do....76⅜	3100 do....35½
400 do....76⅜	300 do....35⅛
100 do....76⅜	1000 do....b3. 35½
200 Pac. Mail....42¾	1000 do....35⅜
100 do....b3. 42⅞	120 Rock Island....105
1000 do....b3. 42⅞	100 Panama....116
400 do....42⅞	100 St. Paul....c. 48½
600 do....c. 42⅞	100 do....b3. 48⅜
200 do....42¾	200 do....48½
200 do....42½	100 do....48½
200 N. Y. C. & H..b3.103⅜	100 N. West. Pref....72¼
200 do....s3.103⅝	100 do....b3. 72½
1200 do....103⅜	100 do....61⅜
100 do....103¾	300 do....61¼
100 do....b3.103¾	100 do....61⅛
700 do....103⅝	400 do....s3. 61⅛
100 do....s3.103½	900 do....61⅛
300 do....b3.103¾	300 do....s3. 61
200 do....103¾	300 do....61¼
900 do....103¾	100 do....61¼
200 do....103¾	100 do....b3. 61¼
100 do....103¾	200 do....61¼
500 do....b3.103⅞	200 do....b10. 61⅜
600 Lake Shore....80	100 do....61¼
600 do....80⅛	400 Han. & St. Jo....32¾
700 do....80¼	25 do....33
400 do....b3. 80⅜	100 Tol. & Wab....s3. 54
1300 do....80⅜	200 do....54
200 do....80⅜	100 do....54
200 do....80¼	300 do....54⅛
200 C., C. & I. C...b3. 32	300 do....b3. 54¼
100 do....b3. 31⅞	100 do....54¼
200 do....31⅞	200 Ohio & Miss....34⅝
100 do....31⅞	100 do....34⅝
100 do....c. 31⅝	900 do....s3. 34½
100 do....31⅝	200 do....34⅝
100 do....31¾	100 H. & St. J. Pref....41¾

GOVERNMENT STOCKS—2:15 P. M.

$2,000 U. S. 5-20 Coup. '65....n.115⅞

SECOND BOARD—1 P. M.

$9,000 N. Car. 6s, Old, Jan. & July....28¾	800 L. S. & M. So.b. c. 80¼
5,000 N. Car. 6s. Old, Aug. & Oct....28	500 do....s3. 80¼
4,000 N. C.6s, Sp'l T., Second Class..9	1000 do....80⅛
6,000 N.C. 6s, Sp'l T., Third Class....8¾	100 do....b3. 80⅛
30,000 Un. Pac. 1st....85⅛	3100 do....80
3,000 do....85⅛	1900 do....79⅞
3,000 Un. P. 7s L. G. 81	500 do....b3. 80
1,000 U. P. Inc. 10s. 76	2300 do....80
5,000 do....76¼	300 do....80⅛
5,000 St.L.& I.M.1st. 99½	200 do....s3. 80
8,000 O. & M. C. S. F. 92¼	600 do....80
4,000 Alb. & S'q 2d. 96½	300 do....80⅛
5,000 L. & N.Con.'98. 90	100 do....80¼
7,000 C. & N.W. Con. Coup. Gold bs. 85	500 do....80¼
5,000 North Mo. 1st. 80	400 do....80⅜
35 Del & Hud. Canal.120	700 do....80¼
100 Pac. M....b. c....c. 42½	400 do....s3. 80¼
1100 do....42½	600 Harlem..b. c.s3.125
400 do....42⅜	100 Mich. Cen....86
900 do....42¾	800 Un. Pac....b. c. 35¼
200 do....b3. 42⅞	400 do....35⅜
200 W. U. Tel....b. c. 76½	200 do....b10. 35⅜
700 do....76½	50 do....35¼
600 do....s3. 76¾	1800 do....35⅛
800 do....76⅝	1800 do....35¼
10 do....76¼	100 do....35⅛
900 do....76⅜	1100 do....b3. 35½
300 do....76¼	100 do....35⅛
400 do....76⅜	100 C. & R. I....b. c.105⅛
32 Adams' Exp..b. c. 93¼	100 do....b3.105¼
10 do....93⅜	100 Mil. & St. P....b. c. 48⅜
30 American Exp....60¾	400 do....48¼
200 N. Y. C. & H.R.b.c.103⅝	100 T., W. & W....b. c. 54
100 do....103⅝	100 do....54⅛
200 do....s3.103½	900 do....53⅞
200 do....103½	500 Del. L. & W.b. c.101⅜
400 Mar. L. & M..b. c. 10	100 do....101⅛
100 C. & P. G'd....b. c. 88½	200 do....101
100 C. & N. W. b. c.b3. 61¼	200 N. J. South'n.b. c. 7
100 do....61¼	100 H. & St. J.b. c.b3. 32¾
200 do....61⅛	100 do....32⅝
80 N. J. Cent....100½	100 Ohio & Miss..b. c. 34¼
10 do....b. c.101	100 do....34⅝
	200 do....34½
	300 do....34⅞
	200 do....b3. 35
	33 C., C. & I. C....b. c. 31⅜
	300 do....31½
	200 do....31½
	100 At. & P. Pf....b. c. 13⅛

SALES FROM 2:30 TO 3 P. M.

$15,000 U. S. C'p 6s, '81....b3.118	200 North-western....61¼
10,000 U.S.5-20C.'68.114	100 do....61⅛
6,000 Tenn. 6s, N. S. 82	100 do....b3. 61⅛
3,000 D., L. & W.C'v.100	100 do....61
200 Pacific Mail....42⅜	300 Union Pac....35⅛
1500 do....42¼	2600 do....35½
100 do....b3. 42½	1300 do....s3. 35⅜
100 do....42¼	2800 do....35⅜
200 West. Union....76⅜	300 do....b3. 35½
1200 do....76⅜	1000 do....35⅜
400 do....76⅜	1100 do....s3. 35¼
700 do....76¼	1400 do....35⅛
300 do....76⅜	100 do....35⅛
700 do....76¼	500 do....b3. 35
200 do....s3. 76⅛	700 do....s3. 35
100 do....u. r. 76¼	1500 do....35⅛
400 do....76⅛	400 do....35
100 Harlem....125	200 do....34⅞
200 N. Y. C. & Hud....103⅝	20 N. J. Cent....100
400 do....103⅝	00 do....100½
500 do....b3.103⅜	00 St. Paul....48⅜
100 do....s3.103⅜	00 do....48½
	00 do....48⅜
500 N. Y. C. & Hud...103⅝	100 Del., L. & W....101
700 do....103⅜	400 Tol. & Wab....54¼
100 Rock Island....105⅝	300 do....54¼
100 do....b3.105⅜	100 do....54½
100 do....105¼	100 do....54
200 do....105	600 do....53⅞
400 do....s3.105	100 H. & St. J. Pf. b3. 42½
100 Lake Shore....80¼	400 Ohio & Miss....34¾
100 do....b3. 80⅜	2000 do....34⅞
1400 do....80⅜	100 do....s3. 34⅞
200 do....80	1200 do....34⅝
1200 do....79⅞	200 do....34¾
3100 do....80	200 C., C. & I. C....31¾
1000 do....b3. 80⅛	100 do....31⅜
200 Han. & St. Jo....33	100 do....b3. 31⅜
100 do....32⅞	500 do....31½

TUESDAY, Jan 20—P. M.

There was a strong market for Stocks to-day, on account of the signs of increasing ease in Money and the anxiety shown by many of the Banks, as well as most of the private lenders, to place their balances with the Brokers, on call loan, at low rates of Interest. There was a good deal done to-day at 5 ₰ cent. Interest. The discount rate at Bank continues 7 ₰ cent., as the rule, to regular mercantile dealers, but the demand in this way continues to fall off at many of the Banks, notwithstanding the near approach of the Spring trade. We hear less of the pressure for Railroad Money accommodation than in December, and this class of paper, drawn or accepted by really sound Roads, is not forced upon the Street at extravagant rates of discount. Meanwhile, the accumulation of Deposits and Country Bank balances in New-York is more rapid since the close of the Old Year, and in larger gains upon the Weekly Averages at the Clearing House than we have experienced for three or four years past.

The sales of Gold to-day were at 111¼@111⅜@111½@111⅜ ₰ cent., the market a fraction stronger than yesterday, while Exchange on London is easier; sales of 60 days, first class, at $4 82½@$4 83 to the £ sterling.

There was a comparatively light business done in the Public Funds, with prices steady on a moderate offering of Bonds. The Pacific Railroad Bonds were in demand for both Centrals and Unions, and prices tending upward. The North-west Consolidated 7 ₰ cents are up to 85¼@85½ ₰ cent., and most of the old Western Mortgages meet a moderate investment demand at full rates.

The Share speculation started off this morning on a free demand from buyers, and a large business was done before the First regular Board of the Exchange in Lake Shore, Western Telegraph, New-York Central, Pacific Mail, North-west, Union Pacific, &c. The feeling continued strong through the day until near the closing hour, 3 o'clock, of the Exchange, when the demand showed some dullness, and prices a little lower than the best sales of the forenoon. This change scarcely amounted to a positive reaction, and, as there was no news from Washington or any other quarter to affect the market adversely, the quotations left off steady, as follows, compared with the last figures of Monday night. The best sustained rise of the day was on New-York Central, which continued in demand one ₰ cent. higher than on Monday.

Closing Quotations—Jan. 20.

	Monday.	Tuesday.
United States New 5s	112¾	112½
U. S. 5-20s, May and November	116⅝	116¾
U. S. 5-20s, January and July	117⅛	117¼
American Gold	111⅛	111½
Bills on London, 60 days	$4 83	$4 82½
New-York Central and Hudson	102¾	103⅝
Chicago and Rock Island	104⅝	105⅛
Pacific Mail	42	42⅜
St. Paul Common	48⅛	48⅛
Ohio and Mississippi	33⅞	34⅝
Western Union	76	76¼
Union Pacific	34⅝	35
Lake Shore	80⅛	80⅛
Toledo and Wabash	53⅝	54
Harlem	124½	125½
North-west	60⅞	61⅛
North-west Preferred	71⅞	72½
C., C. and Indiana Central	31¼	31½
Adams Express	93	93¼
United States Express	71	71
Wells-Fargo Express	69½	70
American Express	60½	60½
Delaware and Lackawanna	100⅜	101¼
Central New-Jersey	99¼	100½
Panama	115½	116
St. Paul Preferred	72	72¼
Erie	48¾	49¼

The Sub-Treasury redeemed in Gold to-day $251,000 of the Principal of the Public Debt, and paid $107,000 in Gold Interest. The Customs receipts in Gold were $420,000.

The Exchange Board prices for the various Public Funds of the United States are as follows:

6 ₰ cent. reg., '81....116⅜	5-20 coup., n. i., '65..115¾
6 ₰ cent. coup., '81....117⅛	5-20 reg., '67....116
5-20 reg., '62....113¼	5-20 coup., '67....117¼
5-20 coup., '62....113¼	5-20 reg., '68....116
Called bonds, '62....112	5-20 coup., '68....117
5-20 reg., '64....115¼	10-40 registered....112⅝
5-20 coup., '64....115⅝	10-40 coupon....113⅜
5-20 reg., '65....115¾	5s coup., '81....112½
5-20 coup., '65....116¾	6s Currency....114½
5-20 reg., n. i., '65....115½	

The following bids were made at the Exchange Board to-day for the Railroad Bonds:

N.Y. Cen. 6s, '83....90	Tol. & Wab. 1st E....97½
N. Y. Cen. 6s, '87....88	T. & W. 1st St. L.D. 89⅛
N. Y. Cen. 6s Sub....87	Tol. & Wab. E. Bds. 75½
Erie 1st Ext....102	Han. & Naples 1st...78
Erie 1st ind....96	Gt. West. 1st, '88....95¾
Erie 2d 7s, '79....101	Gt. West. 2d, '93....83½
Erie 3d 7s, '83....98½	Ill. & So. Iowa 1st...90
Erie 4th 7s, '80....96½	Gal. & Chic. Ext....103
Erie 5th 7s, '88....91⅛	Chic., R. I. & Pac...102¼
Long Dock Bonds....94	Morris & Essex 1st..105
Alb. & Susq. 1st Bs. 99¾	Morris & Essex 2d...101½
Alb. & Susq. 2d Bs..96½	N. J. Cen. 1st New..105½
Mich. Cen.C.7s, 1902. 93¾	N. J. So. 1st 7s....40
Mich. So. 7 ₰ c. 2d..97	P., Ft. W. & C. 1st..104
M.So.& N.I.S.F.7₰c.103	P.,F.W.&C.Sp.c.E.B.102
Clev. & Tol. S. F....101	Clev. & Pitts. 3d....97
Clev. & Tol. N. Bds. 94	Chic. & Alton 1st....103½
Clev., P. & A. O. Bs. 96	Chic. & Alton Inc....96
Clev., P. & A. N. Bs. 94	Ohio & Miss. C. S.F. 91
Det., M. & Tol. Bds. 98	Ohio & Miss. Cons..90
L. Shore Div. Bds....94	Ohio & Miss. 2d....79
Pac. R. 7s g. by Mo..97	Dub. & Sioux C. 1st. 87
Cen. Pac. Gold Bds..96	St. L. & Iron Mt.1st. 99
West. Pac. Bds....87	St. L. & Iron Mt. 2d. 82¼
Union Pac. 1st Bds..85⅛	M. & St.P.1st 8s P.D.109
Union Pac. L. G. 7s. 81	M. & St.P. 7s G.R.D. 87
Union Pac. Inc. 10s. 75½	M. & St.P.1stLa C.D. 91½
Ill. Cen. 7 ₰ c., '75...102	M. & St. P.1stI.& Md.89
Alton & T. H. 2d Pf. 88	M. & St. P. 1st I.&D. 83
North Mo. 1st....79¾	M. & St.P.1st C.&M. 79
Chic. & N. W. S. F..101	Mil. & St. P. 2d....82
Chic. & N.W.I. Bds. 96	Col., C. & Ind. 1st....84½
Chic. & N. W. E. Bs. 81	Col., C. & Ind. 2d....63
Chic. & N. W. 1st....98	Tol., Peo. & W.E.D. 72
Chic. & N.W.C.G.B. 85	Tol., Peo. & W.W.D. 72
Iowa Mid. 1st 8s....92	Tol., Peo. & W. B.D. 50
Han. & St. Jos. L.G. 95	Tol., Peo. & W. 2d...58
Han. & St. J.8s C.M. 83½	Bos., H. & Erie 1st...29½
Del., L. & West. 1st.101	Bos., H. & Erie G....37
Del., L. & W. 7s C....99¾	Ced. F. & Minn. 1st. 72½

PHILADELPHIA STOCKS—JAN. 20.

Telegraphed to Messrs. E. D. Randolph & Co.

	Bid.	Asked.
City 6s, old	98	98½
City 6s, new	101⅞	102
Camden and Amboy	120¾	121
Pennsylvania Central	95¾	96
Reading	111	111½
Lehigh Valley	58½	58¾
Catawissa Preferred	42½	42¾
Philadelphia and Erie	23	23⅛
Northern Central	36½	37
Lehigh Navigation	83¾	84
Lehigh Gold Loan	93½	94

The week's exports hence of Domestic Produce have been to the value of $5,960,132.

The earnings of the Indianapolis, Bloomington and Western Railway during the first two weeks in January were $77,820 28; same time in 1873, $54,717 46. Increase, $23,102 82.

BANKING AND FINANCIAL.

☞ TEN PER CENT. EQUIPMENT BONDS SIOUX CITY AND ST. PAUL RAILROAD COMPANY.

These are a first mortgage upon the rolling stock purchased, and are further secured by a deposit of Second Mortgage Bonds on the railroad to an equal amount. The rental for the interest and sinking fund is deposited monthly in the Metropolitan National Bank, New-York. We have a few of the above bonds for sale.

AUG. J. BROWN & SON,
No. 59 Liberty st.

BANKING-HOUSE OF HENRY CLEWS & Co.,
No. 32 WALL ST., NEW-YORK.

☞ DEPOSIT ACCOUNTS OF MERCANTILE FIRMS and individuals received in either currency or coin; interest allowed thereon. All facilities and accommodations granted usual with City banks. Orders for Investment Securities, also Gold and Exchange, executed.

BANKING AND FINANCIAL.

☞ WE BUY AND SELL GOVERNMENT BONDS, GOLD, AND GOLD COUPONS at current market rates.

We buy and sell INVESTMENT STOCKS AND BONDS at the Stock Exchange "on Commission" for cash.

We make COLLECTIONS for merchants and others at all points in the United States and Canada.

We receive DEPOSITS subject to draft at sight, and allow interest at the rate of four per cent. per annum.

We issue CERTIFICATES OF DEPOSIT available in all parts of the country, and in case of Special Deposits allow interest at rates to be agreed upon.

We COLLECT DIVIDENDS, COUPONS, INTEREST ON UNITED STATES REGISTERED BONDS, and attend to Banking Business generally for out-of-town Banks, Bankers, and Correspondents on reasonable terms.

We call attention to the present favorable opportunity for investment in CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which are actively dealt in, both in this country and Europe, and which, at current prices, are every way desirable.

FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau st.

☞ UNITED STATES BONDS.

THE FIRST NATIONAL BANK OF NEW-YORK, No. 94 Broadway, buys, sells and exchanges all issues of United States Bonds at market prices.

J. A. GARLAND,
Manager Government Bond Department.

☞ A LIMITED NUMBER OF WEST WISCONSIN RAILWAY First Mortgage Seven per Cent. Gold Bonds for sale by AUG. J. BROWN & SON, No. 59 Liberty st. Net earnings for 1873 largely in excess of interest on bonded debt.

COMMERCIAL AFFAIRS.

NEW-YORK, Tuesday, Jan. 20, 1874.

COFFEE—The market has been generally quoted very strong, on unusually meagre offerings of stock. The demand has been fair, but the extreme rates asked have operated against free dealings. Of Rio, 1,980 bags by the Goethe have been sold, at 25c., gold. No other important transactions were reported, apart from the jobbing business, which has been moderately active at very full figures. We now quote invoices thus: Rio, ordinary, 24¾c.@25c.; fair, 26c.@26¼c.; good, 27c.@27¼c.; prime, 27¾c.@28c., gold, ₰ lb., 60 days' credit; Rio, in job lots, 24⅝c.@29c., gold; Java, 30c.@34½c.; Maracaibo, 27c.@29c.; Porto Rico, 26¾c.@27½c.; Laguayra, 27c.@28½c.; Savanilla, 28½c.@27½c.; Costa Rica, 26c.@27½c.; Mexican, 26c.@27c.; San Domingo, 24c.@24½c., and Jamaica, 25½c.@27c., gold, ₰ lb.

COTTON—Has attracted less attention for early delivery and has been quoted less buoyant as to prices, though the official figures have not been altered. Sales have been reported since our last of 1,533 bales, including 100 bales to shippers, 473 bales to spinners, 660 bales to speculators, and 300 bales in transit. There has been a less active trade noted for forward delivery. Prices were quoted up ¼c.@5-16c. ₰ lb. early in the day, but of this advance about ¼c. ₰ lb. was subsequently lost. The very latest dealings indicated rather more steadiness. Sales have been reported since our last of 17,400 bales, (of which 3,900 bales were on last evening, and 13,500 bales to-day,) with 1,000 bales more at the calls, and on the basis of Low Middling, with January option closing at 15⅝c.; February, 15 11-16c.@15 23-32c.; March, 16 5-16c.@16 11-32c.; April, 16¾c.@16 25-32c.; May, 17⅛c.; June, 17⅝c.@17 21-32c.; July, 17⅞c.@17 15-16c. The receipts at this port to-day were 6,435 bales, including 3,283 bales from Norfolk, 1,569 bales from Savannah, 554 bales from Wilmington, 232 bales from Baltimore, and 797 bales per railroad. The reported receipts at the shipping ports to-day were 18,046 bales, and thus far this week 80,901 bales, against 79,249 bales same time last week, and since Sept. 1 2,311,813 bales, against 2,060,146 bales same time last year. Consolidated (three days)—Exports to Great Britain, 35,436 bales; exports to the Continent, 6,718 bales. Stock—In New-York, 95,579 bales; consolidated stock at the ports, 787,632 bales. The following quotations are based on Cotton in store running in quality not more than half a grade above or below the grade named:

Closing Prices of Cotton in New-York.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary	13½	13½	13½	13½
Good Ordinary	14⅜	14½	14¾	14¾
Strict Good Ordinary	15	15⅛	15 5-16	15 5-16
Low Middling	15½	15⅝	15⅞	15⅞
Middling	16⅜	16½	16¾	16¾
Good Middling	17⅜	17½	17¾	17¾

FLOUR AND MEAL—State and Western Flour has been very moderately sought after, and quoted 10c.@15c. ₰ bbl. lower, influenced in part by the liberal arrivals and the increased urgency of receivers to realize, especially on other than desirable lines of shipping Extras. The sales reported since our last have been 9,450 bbls. of all grades, including very poor to very choice No. 2 at $4@$5 35, chiefly at $4 80@$5 10; inferior to fancy Superfine State and Western, $5 50@$6 25, chiefly at $5 75@$6 for fair to good; inferior to good Extra State at $6 50@$6 90, chiefly at $6 75@$6 85; very good to very fancy do. at $6 90@$8, chiefly at $7@$7 25; poor to very good shipping Extra Western at $6 40@$6 90, chiefly at $6 65@$6 75; poor to very choice shipping brands round-hoop Ohio at $6 60@$7, ₰ bbl.

Southern Flour has been quoted weak in price on a very slow trade, wholly in a jobbing way. Sales have been reported since our last of 630 bbls., in lots, at from $6 85@$8 for ordinary to choice shipping, and $8@$11 for ordinary to fancy choice and family extras; $6 35@$6 85 for inferior stock, ₰ bbl....Canada Flour has been inactive within the range of from $6@$11 75 for extras, the latter for very superior Spring stock, patent....Rye Flour has been in fair demand at $4 60@$6 for very poor fine to very choice Superfine; sales, 450 bbls., chiefly at $5 50@$5 90 for the better grades of Superfine ₰ bbl....Corn-meal has been quiet, but stiffly held at $4 20@$4 60 for ordinary to choice Yellow Western; $4 25@$4 35 for Jersey, and $4 80@$4 90 for Brandywine, ₰ bbl. The reported sales since our last have been equal to 335 bbls....Bag-meal continues inactive at $1 63@$1 65 for coarse; $1 67@$1 80 for Yellow, and $1 85@$1 90 for White, ₰ 100 lbs....Buckwheat Flour has been very quiet, within the range of from $2 80@$3 25 for State and Pennsylvania, ₰ 100 lbs....Graham Flour at $6 50@$7 for Western and State, ₰ bbl....Oat-meal at from $6 25@$8 25 for Western, City, and Canada.

FRUIT—Holders have been firmer in their views, but trade has been comparatively quiet. Sales have been reported of 2,100 bxs. Layer Raisins, part at $2 80; 1,300 bxs. loose Muscatel do., on private terms, quoted at $2 85@$3; 2,600 bags Brazil Nuts, on private terms, now quoted at 9c., and 200 bbls. Currants, on private terms, quoted at 6⅝c.@6¾c.

GRAIN—The Wheat market has been moderately active for Spring stock, which has been quoted about 1c.@2c. ₰ bushel lower, on quite liberal offerings. The demand has been mostly from export buyers. Winter Wheat has been quiet and somewhat unsettled. Sales have been reported since our last of 112,500 bushels, at $1 63@$1 65 for No. 1 Minnesota and Milwaukee Spring; $1 60@$1 62 for No. 2 Milwaukee do., in store and afloat; $1 58½@$1 60 for No. 2 North-west Spring; $1 57@$1 60 for ordinary to choice No. 2 Chicago do.; $1 52@$1 64 for ungraded Spring, car stock; $1 70 for Amber Pennsylvania, and $1 74½@$1 85 for White Western. And for forward delivery, No. 2 Milwaukee Spring, all February, has been quoted at $1 60@$1 61 asked and $1 59 bid....Corn has been quite brisk at a further advance of 1c.@1½c. a bushel. The main call for supplies has been from export purchasers, and mostly for sound and unsound old Mixed Western, in store. Sales have been reported, since our last, of 165,000 bushels at 92c.@93c., chiefly at 93c., for sound old Mixed Western, in store, closing firmly at 93c. for prime samples; 94c. for do., afloat; 75c. for (50,000 bushels) unsound do., in store; 85c.@91c. for new Mixed and Yellow Western, in lots, chiefly at 87c.@90c. for fair to prime samples, and 87c. for new White Western. Also 20,000 bushels sound old Mixed Western, first half of February delivery, at 91c.@92c. ₰ bushel....Rye quiet but held firmly, within the range of $1 05@$1 10 ₰ bushel; 2,000 bushels State sold from track at $1 06 ₰ bushel....Barley has favored sellers, on a restricted offering, and a good demand for the better grades; sales have been reported of 12,000 bushels Canada West at $1 80@$1 90, in store and afloat; 3,500 bushels strictly prime two-rowed State at $1 70; and 5,800 bushels Western at $1 60, in store....Barley-malt has been held quite firmly, but has been less active....Oats have been depressed and decidedly lower, on a very moderate demand, closing, however, more steadily. Sales have been reported, since our last, of 53,000 bushels at 58½c.@61c. for new Mixed Western, closing with 60c. bid for good average samples, and 60c.@61c. for White do....Feed rather quiet; quoted at from $23@$28 ₰ ton.

MOLASSES—The most important feature of the day's business was the auction sale of New-Orleans, embracing 1,000 bbls. within the range of 67c.@74½c. ₰ gallon. In a jobbing way, 270 bbls. were sold at 68c.@75c. ₰ gallon. Foreign dull, but held firmly; offerings limited. We quote: Cuba Clayed at 20c.@22c.; Muscovado Refining, 21c.@23c.; Grocery, 25c.@30c.; Porto Rico, 30c.@70c., the latter fancy; English Islands, 35c.@55c.; New-Orleans, 65c.@76c.; the latter rate for very fancy.

NAVAL STORES—Resin has been moderately sought after and quoted firm; sales, 380 bbls. Strained at $2 50 ₰ 280 lbs....Tar inactive at unchanged figures....Of City Pitch, 50 bbls. sold at $3 ₰ bbl....Spirits Turpentine higher and wanted, closing at 48c.@49c. Sales have been reported of 520 bbls. at 47c.@48c., and 100 bbls., first half of February option, at 48c. ₰ gallon.

OILS—Crude Whale has been in fairly active demand, almost wholly for manufacturing purposes, at firm rates; sales have been reported at New-Bedford of 850 bbls. Northern and 1,250 bbls. Humpback on private terms. Crude Sperm has also been in good demand, partly for export, on the basis of $1 50, at which rate 700 bbls. were sold at New-Bedford for manufacturing, and 975 bbls., at do., for export. Manufactured Whale and Sperm selling moderately in a jobbing way at previous prices. Linseed held with increased confidence, with a fair jobbing call noted. Lard, Menhaden, and Crude Cotton-seed in request and generally buoyant in price. Other kinds about as last quoted. Whale quoted at 57½c.@63c.; Unbleached Whale, 67c.@68c.; Bleached Whale, 69c.@70c.; Crude Sperm at $1 50; Unbleached Sperm at $1 70; Bleached at $1 75; prime to very choice Lard-oil at 80c.@85c.; Red Oil at 48c.; Saponified do. at 48c.@49c.; Linseed-oil, in job lots, at $1, in casks; Olive-oil at $1 12@$1 15, in casks; Menhaden, 42½c.@45c.; Crude Cotton-seed at 42½c.@45c.; Yellow do. at 46c.@55c.; White do. at 55c.@63c.; Palm-oil at 7½c.@7¾c. ₰ lb.

PETROLEUM—Crude has been quiet, but held firmly; quoted at 5⅛c.@5¼c., in bulk....Refined has been offered less freely, and quoted higher but irregular, within the range of 13½c.@14c., here, on a tame market. At Philadelphia, sales were made of 4,000 bbls., early delivery, at 13½c.; and 5,000 bbls., last half of March, at 14c....Refined, in cases, 18½c.@19½c....Naphtha, 8c.@8½c.

PROVISIONS—Pork has been offered with reserve, at a shade higher prices, checking business; demand moderate. Sales have been reported for early delivery of 25 bbls. new Western Mess at $16, with this rate bid, and $16 12½@$16 25 asked for full lots; 80 bbls. uninspected do. at $15 75; 125 bbls. Rumps at $14 25; small lots of Western Prime Mess within the range of $15@$15 30; with extra Prime quoted nominal at $14. And for forward delivery, 250 bbls. new Western Mess, March option, at $16 25, which was the asking price at the close, with $16 12½ reported bid, and for April option, $16 25 bid....Dressed Hogs in request and held with firmness at from 7⅛c.@8c. for City and 6¾c.@7¼c. for Western....Cut-meats firmer and in fair request, with sales reported of 1,500 Pickled Hams, in bulk, 14 and 11 lbs., at 10¼c.@10⅜c.; 1,500 Smoked Hams, 11 lbs., at 13c.; 1,000 Pickled Shoulders at 7¼c.; 1,250 Smoked do. at 8¼c.; 85,000 lbs. Pickled Bellies, in bulk, 20 lbs. to 12 lbs., at 8c.@9½c.; 100 bxs. Short Cut Hams, 14 lbs., at 10c., and 100 bxs. Dry-salted Shoulders at 6⅝c.@6½c....Bacon has been advanced ¼c. ₰ lb., checking business. The demand has been mostly from speculative sources. Sales have been reported for early delivery of 175 bxs. City Long Clear at 8½c.; 550 bxs. Western do. at 8⅝c.@8¼c.; 30 bxs. Stretfords, 36 lbs., at 1⅝c.; 25 bxs. Short Clear at 8⅝c., and 500 bxs. do., February, at 8⅛c.; Long and Short Clear, January options, quoted at 8¼c. bid, and 8⅜c. asked....Lard has been quoted 1-16c.@⅛c. ₰ lb. dearer, on a moderately active movement, with sales reported of 850 tcs. good ordinary to strictly prime Western Steam at 8¾c.@9⅛c.; 750 tcs. City Steam and Kettle at 9c.@9¼c., closing at 9⅛c. for strictly prime; 350 tcs. No. 1 City at 9c. And for forward delivery, of Western Steam, 250 tcs., January option, at 9⅛c.; 1,500 tcs., February, at 9 9-16c.; 500 tcs. March, at 9¾c., and 250 tcs., April, at 10c....Beef in moderate request at steady rates; sales, 170 bbls., in lots. We quote at $9@$11 for Plain Mess; $11 50@$13 50 for Extra Mess, ₰ bbl.; $21@$22 for Prime Mess; $24@$26 for India Mess, and $28@$28 50 for Extra do. ₰ tierce....Beef Hams in moderate demand at $24@$26 ₰ bbl.; sales, 150 bbls....A good demand has been noted for the finer qualities of Butter and Cheese, which maintain the slight improvement last quoted.

SUGARS—The general market for Raw has been comparatively tame on the modified basis of yesterday. The inquiry for Refining stock has been very moderate—that from the trade light. Sales have been reported since our last of only 466 hhds. good Refining Cuba at 7⅞c.; 18 hhds. fair do. at 7⅝c., and 52 hhds. and 564 bxs. Molasses Sugar at 7¼c. ₰ lb. We quote: Fair Refining at 7⅝c.; good do., 7⅞c.; prime do., 8c.; fair to choice Grocery do., 8⅛c.@8⅝c.; No. 12 Box Clayed stock at 8¼c.; Centrifugal, Nos. 1 and 13, 8⅛c.@8⅞c.; Manila, bags, 7c.@7⅝c. Refining Sugars have been in comparatively moderate demand, with Hard quoted at 10¼c.; A's, 9¾c.@9⅞c.; Yellow at 8¼c.@9⅜c. ₰ lb.

TALLOW, &c.—Tallow quoted a shade cheaper, on a less active demand; sales equal to 135,000 lbs. ordinary to strictly choice at 7⅛c.@7 13-16c., closing with prime quoted at 7¾c....Of Stearine, 200 tcs. prime sold at 9¼c., and 20,000 lbs. No. 1 Lard stock at 8c....And of Grease, 20,000 lbs. Yellow at 6¼c. ₰ lb.

TEAS—Have been held firmly, but have been inactive; 900 half chests Green sold on private terms.

TOBACCO—Has been quoted about as before on a moderate movement, chiefly to meet urgent wants. Seed-leaf seems in most favor with buyers at the moment. Sales have been reported of 200 hhds. Kentucky at 6½c.@12c.; small lots of Virginia at former rates; 250 cases 1872 Connecticut and Massachusetts Seed-leaf at 16c.@30c. for Wrappers, 10c.@12c. for Seconds, and 4½c.@8c. for Fillers; 150 cases 1872 Pennsylvania on private terms; 300 cases 1872 Ohio at 5½c.@6⅝c.; 122 cases 1872 Wisconsin at 6¾c.; 100 cases 1871 Sundries at 7c.@35c.; 100 cases 1870 do. at 6½c.@7c., and 300 bales Havana at 70c.@90c. ₰ lb.

WHISKY—Has been in more demand and quoted firmer, but closing weak, with sales reported of 150 bbls. at 99½c., and 50 bbls. at $1 ₰ gallon.

FREIGHTS—The market has been more active in the line of berth freights at rather stronger rates. The offerings have been mainly of Grain and Flour, chiefly for British ports. In the way of charters a moderate movement was reported, the demand having been mostly for tonnage suited to the Grain and Petroleum trades, with rates favoring ship-owners slightly....For Liverpool, the reported engagements, since our last, have been, by sail, 16,000 bushels Grain at 11¾d.; 40,000 bushels do., at 11½d. ₰ 60 lbs., and 600 bags Oil-cake on private terms; and by steam, 4,000 bushels Wheat at 13d., 32,000 bushels Grain at 12½d.@13d. ₰ bushel; 2,850 bxs. Cheese at 50s., 240 bxs. Bacon, part at 45s. ₰ ton. Also, a British ship, 1,122 tons, placed on the berth for general cargo....For London, by sail, 650 bbls. Flour at 3s. 4½d. ₰ bbl., 33,000 bushels Corn at 10¾d. ₰ bushel; and by steam, 200 bbls. Ginseng at 7s. ₰ bbl. Also, a British ship, 806 tons, placed on the berth for general cargo. The Norwegian bark, with 2,700 bbls. Petroleum or products, from Philadelphia, mentioned in our last, goes to London and gets 6s. 9d. ₰ bbl....For Cardiff, by steam, 15,000 bushels Wheat at 12½d. ₰ bushel; 200 bbls. Pork at 7s. ₰ bbl.; 200 tcs. Beef at 10s. ₰ tierce; 200 bxs. Bacon at 55s.; 1,000 bxs. Cheese at 60s., and 50 tons Tallow at 50s. ₰ ton....For Glasgow, by steam, 5,000 bbls. Flour at 4s. 6d. ₰ bbl.; 12,000 bushels Grain at 12¼d. ₰ standard bushel; and 50 tons Clover-seed at 50s. ₰ ton....For Cork and orders, an Italian bark, 600 tons, hence, with about 4,000 quarters Grain (a recharter) at 8s. 1½d., and a Norwegian bark, 566 tons, with about 3,400 quarters do., from Baltimore, at 9s. 3d. ₰ quarter....For the Continent, direct, a British bark, 620 tons, with about 4,000 bbls. Petroleum, from Philadelphia, at 6s. 9d. ₰ bbl., and £10 gratuity....For Hamburg, a Dutch brig, 175 tons, hence with general cargo, including Provisions, &c., at £375....For Cadiz, by sail, 25,000 Staves, on the basis of $46 for Light Pipe....For Gottenburg, a Swedish brig, 184 tons, with about 1,200 bbls. Refined Petroleum, from Philadelphia, at 7s. 6d. ₰ bbl....For the Mediterranean, direct, a British brig, 242 tons, with about 1,500 bbls. Petroleum, from Philadelphia, at 7s. ₰ bbl....For Trieste, a German bark, 390 tons, with about 2,500 bbls. Refined Petroleum, from Philadelphia, at 7s. 7½d. ₰ bbl. and £10 gratuity....For the West Indies, an American bark, 533 tons, and an American brig, 452 tons, from Philadelphia, on private terms.

THE STATE OF TRADE.

CHICAGO, Jan. 20.—Flour quiet and unchanged. Wheat in fair demand and lower at $1 23 for No. 1 Spring; $1 21⅜ for No. 2, cash; $1 23⅛, February; $1 26¼, March; No. 3 do., $1 15; Rejected scarce at $1 10. Corn in fair demand and higher at 57c. for No. 2 Mixed, cash; 57⅞c., February; 59¼c., March; 64¾c. bid May; New, 50½c.; Rejected Old, 52c.@53c.; New 46½c.@47c. Corn advanced and in fair demand. Oats—Sales of No. 2 at 41½c., cash; 42c., February; 43c., March; Rejected, 37½c. Rye quiet and unchanged at 77c.@78c. for No. 2. Barley quiet and unchanged at $1 45 for No. 2 Fall; No. 3 Spring advanced and in fair demand at $1 25@$1 27; Rejected, $1 16@$1 17. Dressed Hogs dull and declining at $5 25@$5 30. Whisky quiet and unchanged at 96c. Pork opened firm, but closed dull and steady; sales at $14 25, cash; $14 35, February; $14 80, March. Lard steady at $9, cash; $9 05@$9 10, February; $9 37½, March. Bulk Meats in good demand; sales of Shoulders at 5⅝c., Short Rib Middles, 7⅛c.; Short Clear Middles, 7¾c., loose. Green Meats sold at 5½c. for Shoulders; 7¼c. for Short Rib Middles; Hams, 16 lbs. average, at 9c. Receipts—17,000 bbls. Flour, 196,000 bushels Wheat, 91,000 bushels Corn, 48,000 bushels Oats, 4,000 bushels Rye, 17,000 bushels Barley. Shipments—8,000 bbls. Flour, 94,000 bushels Wheat, 4,000 bushels Corn, 16,000 bushels Oats, 23,000 bushels Barley.

BUFFALO, Jan. 20.—Cattle—Receipts to-day, including 68 cars reported to arrive, 1,513 head, making the total supply for the week thus far 4,284 head, or 252 cars, against 204 cars for the same time last week; the market was slower, owners asking ¼c.@⅜c. advance on last week's closing prices; buyers are holding off for lower rates. There was a large attendance of Eastern and country buyers. Sales, 100 head Illinois Steers, ranging from 1,170 to 1,440 lbs., at $3 75@$6 25; 150 head Ohio Steers, ranging from 1,000 to 1,324 lbs. at $4 75@$5 87½; 140 head Michigan Steers, ranging from 1,016 to 1,203 lbs., at $4 50@$5; 37 head Indiana Steers, ranging from 1,089 to 1,271 lbs., at $4@$4 12½. Sheep and Lambs—Receipts to-day, 5,000 head, making the total supply for the week thus far 17,000 head, against 6,800 head for the same time last week; the market was slow at a strong ½c. decline on last week's closing prices; a large number of Sheep were forced on the market by last week's advance in prices, and the yards are crowded; sales, 1,000 head Ohio Sheep, ranging from 80 to 105 lbs., at $4 75@$5 87½. Hogs—Receipts to-day, 1,700 head, making the total supply for the week thus far 13,300 head, against 8,100 head for the same time last week; sales at $5 25@$5 50 for heavy Hogs, and $5 75@$5 90 for light Hogs.

BUFFALO, Jan. 20.—Imports for the last twenty-four hours—1,400 bbls. Flour, 47,383 bushels Wheat, 4,790 bushels Corn, 5,767 bushels Oats, 9,600 bushels Barley, 298 bushels Peas. Rail Shipments from elevators—15,297 bushels. Flour firm; Western Ground Spring, $7@$7 50; Bakers', $7 25@$8 25; Amber, $8@$8 50; White, $8 50@$9 50. Wheat in light demand; transactions limited; quoted, Milwaukee No. 1 Spring, $1 55; Milwaukee No. 2 Spring, $1 50; Chicago No. 2 Spring, $1 45@$1 48; Red Winter, $1 55; White Winter, $1 70@$1 75. Corn firm but quiet; sales, 1,000 bushels No. 2 Western at 80c. Oats steady; Western No. 2 held at 55c. Barley nominal; no Western in market; No. 3 held at $1 45; Canada, $1 60. Barley-malt quiet; Western, $1 60@$1 75; Canada, $1 75@$1 80. Rye nominal; No. 2 Western, $1@$1 05. Dressed Hogs, 7½c. Other articles unchanged.

LOUISVILLE, Jan. 20.—Flour steady at $5 25 for Extra; $6 50 for Family; $7 75 for A No. 1; $8 75 for Fancy. Wheat quiet at $1 60@$1 65 for White; $1 50@$1 60 for Amber; $1 50@$1 55 for Red. Corn quiet at 70c. for White; 67c. for Mixed. Oats firm at 65c. for White, and 60c. for Mixed. Provisions quiet. Pork sold at $15 25@$15 50. Bulk Meats—Sales of Shoulders at 6¼c.@6⅜c.; Clear Rib Sides, 7⅞c.; Clear Sides, 8c.@8¼c. Bacon—Sales of Shoulders at 7½c.; Clear Rib Sides, 8¾c.; Clear Sides, 9c. Sugar-cured Hams sold at 12¼c.@12½c. Lard sold at 9½c.@9¾c. for Tierce; 10¼c. for Keg; 9c. for Steam. Whisky easier at 94½c.@95c.

BALTIMORE, Jan. 20.—Flour unchanged, quiet, and steady. Wheat quiet; Pennsylvania, $1 82@$1 85; Ohio and Indiana, $1 65@$1 75. Corn—Southern White dull at 87c.@90c.; do. Yellow firm at 85c.; Mixed Western firmer at 85c.@85½c. Oats—Southern, 60c.@61c.; Western, 58c.@59c. Rye firm at $1@$1 02. Hay unchanged. Provisions in good jobbing demand, but nothing doing in round lots. Western Butter firm and in good demand; Roll, 30c.@33c.; Tub, 30c.@35c. Coffee unchanged. Whisky quiet and steady at $1 01½@$1 02.

PHILADELPHIA, Jan. 20.—Petroleum steady; Crude, 10c.@10⅛c.; Refined, 13¼c. Flour quiet but firm; Superfine, $5@$5 50; Extras, $6@$6 50; State, Indiana and Ohio Extra Family, $7 50@$8 25. Wheat quiet and steady; Red, $1 60@$1 65; Amber, $1 75@$1 81; White, $1 85@$1 90. Rye steady at 93c.@95c. Corn very dull; Yellow New, 78c.@82c. Oats unchanged. Whisky, $1 01@$1 02.

NEW-ORLEANS, Jan. 20.—Hay in fair demand and in good supply at $23 for prime; $24 for choice. Molasses dull at 35c.@42c. for inferior; 50c.@54c. for common; 55c.@56c. for fair; 61c.@65c. for prime to strictly prime. Whisky—Supply light and prices lower, at $1 for Louisiana; no Cincinnati here. Other articles unchanged. Gold, 111⅛. Exchange—New-York Sight, ⅛ discount; Sterling, $5 34½.

NEW-ORLEANS, Jan. 20.—Cotton—Demand good for Good Ordinary and above; supply poor; Middling, 16c.; Low Middling, 14⅞c.; strict Good Ordinary, 13½c.; net receipts, 4,094 bales; gross, 4,902 bales; exports, to Great Britain, 5,666 bales; to France, 400 bales; sales, 2,000 bales; last evening, 3,000 bales; stock, 284,552 bales.

GALVESTON, Jan. 20.—Cotton quiet and weak; moderate demand; Good Ordinary, 13½c.; Middling, 15⅛c.; net receipts, 3,035 bales; exports, coastwise, 75 bales; sales, 2,500 bales; stock, 107,503 bales.

FOREIGN MARKETS.

LONDON, Jan. 20—12:30 P. M.—United States Bonds—New 5s, 102⅝. Erie Railway Shares Preferred, 71.

3 P. M.—The rate of discount in the open market for three months' bills is 3 per cent., which is ½ ₰ cent. below the Bank of England rate. Paris dispatches quote Rentes at 58f. 10c.

3:30 P. M.—The amount of bullion withdrawn from the Bank of England on balance to-day is £123,000. A Paris dispatch quotes Rentes at 58f. 12½c.

6 P. M.—Erie Railway Shares Preferred, 70½.

8 P. M.—Paris dispatches quote Rentes at 58f. 25c.

FRANKFORT, Jan. 20.—United States 5-20 Bonds, 98⅛ for the issue of 1862.

LIVERPOOL, Jan. 20—12:30 P. M.—Cotton—Sales on the basis of Middling Uplands, nothing below Good Ordinary, shipped December, at 8d. Breadstuffs—The receipts of Wheat for the past three days have been 41,000 quarters, including 32,000 American.

1 P. M.—Cotton—The market is easier, and prices have declined a fraction; Middling Uplands, 8d.@8⅛d.; Middling Orleans, 8⅛d.@8⅜d. Sales 10,000 bales, including 2,000 for speculation and export.

2 P. M.—Cotton—Sales on the basis of Middling Orleans, nothing below Good Ordinary, shipped January and February, at 8¼d. Breadstuffs—The market is quiet and steady, except for Corn, which is firmer at 42s. 9d. ₰ quarter. Wheat, 13s. 7d.@13s. 10d. ₰ cental for average California White; 14s.@14s. 2d. for Club do., and 12s. 3d.@12s. 10d. for Red Western Spring. Provisions—Bacon, 39s. 6d. ₰ cwt. for Long Clear Middles, and 40s. 6d. for Short Clear Middles.

4 P. M.—Cotton—Sales on the basis of Middling Uplands, nothing below Low Middling, deliverable February and March, at 8d.

3 P. M.—Cotton—Of the sales to-day 6,200 bales were American. Sales on the basis of Middling Uplands, nothing below Good Ordinary, shipped February and March, at 8 1-16d.

8 P. M.—The market for Yarns and Fabrics at Manchester is dull, with a downward tendency.

Evening—Common Resin, 7s. 6d.@8s. per cwt.

LONDON, Jan. 20.—Tallow, 40s.@40s. 3d. ₰ cwt. Sugar, 28s. 9d.@29s. ₰ cwt. for No. 12 Dutch Standard, on the spot, and 26s. for do. afloat.

Evening—Linseed-oil, £29@£29 3s. ₰ ton.

ANTWERP, Jan. 20.—Petroleum, 31½ francs for Fine Pale American.

LAW REPORTS.

COURT CALENDARS—THIS DAY.

COURT OF APPEALS—ALBANY, Jan. 20.—The following is the Court of Appeals Day Calendar for Jan. 21: Nos 23, 29, 30, 31, 31½, 32, 35½, 53.

SUPREME COURT—CHAMBERS.—75, Oleomargarent Manufacturing Company vs. Perof; 27, In the matter, &c., of Gallagher et al.; 52, Continental Bank Note Company vs. Industrial Exhibition Company; 72, Lagrave vs. The Mayor, &c.; 79, Sampson vs. Moore, Trustee, &c.; 92, In the matter of the Harmony Fire and Marine Insurance Company; 99, In the matter of Lagrave; 100, Baabeach vs. Lagrave; 101, Adrean et al. vs. Canovan; 109, Scranton vs. Union Navigation Company; 110, Childs vs. McCotter; 116, Hartman et al. vs. Smith et al.; 118, Dallmore vs. Duncan; 134, Kelly vs. Harris; 185, Voorhis, Jr., vs. The Mayor; 202, Hennessy vs. Keyer; 261, Jones vs. The Mayor, &c.; 270, Porter vs. The Mechanics' and Traders' Insurance Company.

SUPREME COURT—CIRCUIT—Part I.—Held by Barrett, J.—11, Adler, &c., vs. Elmore, &c.; 1059, Sheehy vs. Dawson; 577, Paine vs. Paine; 1003, Frank et al. vs. Fleischman et al.; 1735, Jones vs. The Mayor, &c.; 899, Roberts, Jr., vs. Campbell; 2549, Nelson, Jr., vs. The Mayor, &c.; 391, Maguire vs. Pardy et al.; 735, Wardenburg vs. Burke; 2815, Silicocks et al. vs. The Mayor; 2779, Devlin vs. The Mayor; 687, Heath et al. vs. Mahoney; 715, Battersby vs. Central Park, North and East River Railroad Company; 277, Claflin et al. vs. Ammerman; 1119, Hoffner vs. Wentner et al.; 1135, Koehner vs. Schaefer; 1157, McAuliff vs. Orr, Executrix, &c.; ——, O'Donnell vs. The Mayor, &c.; 1173, Mebrback et al. vs. Keernan; 1181, The Bigelow Blue Stone Company vs. Randall.

SUPREME COURT—CIRCUIT—GENERAL TERM—Part II.—Case on.

SUPERIOR COURT—TRIAL TERM—Part I.—Held by Van Vorst, J.—685, Prender vs. Johnson et al.; 1551½, Wagener vs. Boocock; 625, Corwin et al. vs. Eighth National Bank; 237, Robinson vs. O'Brien, Sheriff; 61, Schenck et al. vs. Morris; 1339, Lowerre vs. Chalmers; 732, Hart vs. White; 771, Risley vs. Smith et al.; 519, Herzog vs. Third Avenue Railroad Company; 567, Bill vs. Clews et al.; 461, Paleston et al. vs. Bookstaver; 533, Ellis vs. Black; 737, Gerrin vs. Howell; 739, Stoker vs. The British and North American Royal Mail Steam Packet Company; 743, Stafford, Administratrix, vs. The New-York Central and Hudson River Railroad Company.

SUPERIOR COURT—TRIAL TERM—Part II.—Held by Sedgwick, J.—812, Mollony et al. vs. Koehler; 814, Butterfield vs. Koehler; 816, Selchow vs. Koehler; 676½, Chapman vs. O'Brien, Sheriff; 806, Regar vs. Phalon et al.; 454, Oakley vs. The Mayor, &c.; 396, The American Popular Life Insurance Company vs. O'Neill et al.; 80, Murril et al. vs. Beach et al.; 670, Wells, Fargo & Co. vs. Garrison; 726, Osborn et al. vs. The Dry-dock, East Broadway, and Battery Railroad Company; 72, Sharpe vs. O'Brien, Sheriff; 784, Schook et al. vs. Anderson; 678, Rocke vs. Campbell; 796, The Loaners' Bank vs. The North Shore Railroad Company.

MARINE COURT—Part I.—Held by Alker, J.—1510, Irwin vs. Wilson; 4154, Martin vs. Rubenstein; 4155, Same vs. Same; 2338½, Brannigan vs. Hall; 2386, Wick vs. Miller; 2666, Mang vs. Dilger; 2608, Martin vs. Harris; 3146, Whitney vs. Doberty; 3176, Stark vs. Rheinboldt; 3210, Dean vs. Bonand; 3222, National Fire Insurance Company vs. Kindt et al.; 3770, Bradley Chair Manufacturing Company vs. Sophland; 4028, Knopel vs. Hanover; 3226, Heirberry vs. Middleton; 3228, Jree vs. The New-York, West Shore and C. Railroad Company.

MARINE COURT—Part II.—Held by McAdam, J.—2797, Selberg vs. Mississippi Valley Fire Insurance Company; 2903, Holden vs. Whitnacht; 3031, Moos vs. Schreiber; 3131, Muger vs. Rosenthal; 1213, Strauss vs. Meehan; 2294, Langerbach vs. Dohrewind; 2653, Levy vs. Murphy; 2955, Goldstein vs. Nathan; 3039, Richardson vs. Smith; 3115, Gebhardt vs. Mather; 3139, Huffler vs Reigelman; 3153, Watermann vs. Tamer; 3209, Bernstein vs. Schuman; 3211, Holbrook vs. Boerman.

MARINE COURT.—Part III.—Held by Gross, J.—3869, Koerler vs. Crotty; 4162, Meyer vs. Racey et al.; 2828, Duncomb vs. Lord; 3318, Stokem vs. Kowel; 3260, Burnside vs. Tanner; 3695, Claflin et al. vs. Heller; 4127, Trimble vs. Keyes; 1056, Nevis vs. Blish; 2070, Wischhason vs. McCade; 3185, Schulz vs. Lyon; 3768, Blossom vs. O'Farrell; 3844, Newberg vs. Gloren; 3992, Larned vs. Boyle; 4121, Simon vs. Waring; 4126, Husz vs. Hallenbach; 4129, Keeler vs. Smith; 452, Bresloff vs. Cassidy; 4184, Rachan vs. Libby; 4185, Sommers vs. Coulter.

COURT OF GENERAL SESSIONS—Held by Sutherland, J.—Patrick Clark, Jr., homicide; John Clinton, assault and battery; Peter Kr ons, Robert Jackson, burglary; Mary Shurtleff, James C. Kelly, alias Edward Anderson, grand larceny; Catharine McNally, grand larceny; Catharine Healy, Mary Drew, grand larceny; Thomas McLaughlin, Mary Miller, grand larceny and receiving stolen goods; James Mitchell, grand larceny and receiving stolen goods; John Conners, petit larceny; John Barnard, petit larceny; John Golden, petit larceny; Michael Glover, selling lottery policies.

OYER AND TERMINER—Held by Brady, J.—Horatio Raymond, alias Dominick Killoran, grand larceny; James Sullivan, petit larceny; Thomas Mulholland, homicide.

DECISIONS.

COURT OF APPEALS.

ALBANY, N. Y., Jan. 20.—Judgments affirmed with costs—Fossin vs. Hubbard, Harris vs. Jex, Halsted vs. Halsted, Schermerhorn vs. Gregg, Ploetterell vs. The Mayor, &c., of New-York, Simmons vs. Lyons, Lapham vs. Rice, Fearing vs. Irwin, Pratt vs. The New-York Central Railroad Company.

Judgment reversed and new trial granted, costs to abide event—Arthur vs. Griswold, Gordon vs. Bopher, Meyer vs. Huneke, Cameron vs. Durkheim, The Ocean National Bank of the City of New-York vs. Carl, Deoyer vs. Schaefer, Nelson vs. The Plimpton Fire-proof Company.

Judgment affirmed without costs to either party in this court—Lennon vs. The Mayor, &c., of New-York.

Judgment of the General Term affirmed with costs—Canady vs. Stiger.

Judgment reversed and a new trial granted, costs, except of this appeal, to abide event, unless the plaintiff stipulates to reduce the recovery to $202 18, with interest from Nov. 28, 1869, and if he so stipulates then the judgment thus modified affirmed without costs to either party—Lumbard vs. The Syracuse, Binghamton and New-York Railroad Company.

Orders of General Term and Special Term reversed, and order for a mandamus granted with costs The People ex rel. Williams vs. Dayton.

Order granting new trial affirmed, and judgment absolute for defendants with costs—The People vs. The Canal Board; Osgood vs. Strauss.

Order of General Term granting a new trial affirmed, and judgment absolute for plaintiffs with costs—Barnard vs. Campbell; The *Argus* Company vs. The Mayor, &c., of Albany.

Judgment reversed and proceedings remitted for a rehearing and restatement of accounts by a Referee to be appointed by the Supreme Court—Darling vs. Brewster.

SUPREME COURT—CHAMBERS.

By Judge Lawrence.

Keeven vs. Waverly Paper Mills; granted.
Winsor vs. Phoenix Warehousing Company; order granted.
Bergin vs. Hausman, &c.; granted.
Kingsland, &c., vs. Burdick; granted.
Sanford vs. Bowmar; motion granted.
In the matter of Wardwell; granted.
Victor Sewing-machine Company vs. Wellspaugh; granted.
National Band Fairhaven vs. Phoenix Warehousing Company; granted.
Moore vs. Sald; motion granted.
Vail vs. Bowmar; motion granted.
Powers vs. Snyder; motion granted.
Ward vs. Goldstein; granted.
Carroll vs. Carroll; granted.
McCahill vs. Carroll; memorandum.
Morgan, &c., vs. Haas, &c.; granted.
Hertfelder vs. Frucke; settled.
Wilson vs. Childs; granted.
Levy, &c., vs. Green, &c.; motion denied.
Van Schaick vs. Higgins; reference granted.
Knapp vs. Coleska; reference ordered.

SUPERIOR COURT—SPECIAL TERM.

COMMON PLEAS—GENERAL TERM.

By Chief Justice Daly and Judges Robinson and Larremore.

Gregory vs. Simington, Best vs. Hemrod, Carrington vs. Coulter, Green vs. Green, Beadleston vs. Boyd, Nichols vs. United States Patent Right Association, Oberdorfer vs. Lowenstein, Dallow vs. Daily, Wilson vs. Burrall, Levi vs. Dinsmore, Davis vs. Stover, Holloway vs. Devlin, Board of Commissioners of Pilots vs. Nesbitt, Rauth vs. Prout, Witters vs. Ryan, Delany vs. Benson, Stiles vs. Dugrow, Bliss vs. Hall, Brewster vs. Libby, The Long Island Porous Plaster Company vs. Dunn, Dorman vs. McCartan, Barlow vs. Anderson, Day vs. Mansfield, Wilson vs. Charles, Hemming vs. Day, Pew vs. Middlebrook, Murphy vs. Leporin, Gambling vs. Haight, McBride vs. Steggman, Brown vs. Hiess, Bogart vs. Wetmore, The People ex rel. Fullerton vs. Andrew H. Green, Coffin vs. Coffin, Nash vs. Swann, Schuyler vs. Flerx, Fogg vs. Gilmore—judgments affirmed.

Weed vs. Burt, Herzig vs. Mower, Schiller vs. Weber, Brookman vs. Erie Railway Company, Sommerville vs. Lasclere, The Bund Sorgenfrei vs. Dauscher, Tracy vs. Nieman, Boyd vs. Segar, Howells vs. Dickerman, Industrial Publication Company vs. Meyer, Smith vs. Onderdonk, Delmonico vs. Koeppel, Chandler vs. Sutton, Mellen vs. Narbutt, Carroll vs. Third Avenue Railroad Company, Towle vs. Covert, Bauer vs. Fink, judgments reversed.

Drew vs. Lawrence; appeal dismissed.
Dixon vs. Fugazi; appeal dismissed.
Ripley vs. The Mayor; motion dismissed.
The People ex rel. Orlando Stewart; order dismissing appeal.
Ording vs. Gherkin; appeal dismissed.

This court has adjourned until the first Monday in February next, when further decisions will be rendered in cases argued before it at the present term. Including those cases still held under consideration, the court has, during its present session, disposed of a calendar numbering 160 causes.

SUPREME COURT—SPECIAL TERM.

Before Judge Tappen.

AN IMPORTANT RAILROAD CONTRACT SUIT.

Henry Clews et al. vs. The Rockford, Rock Island and St. Louis Railroad Company.—The object of this suit is to recover $45,000 damages for the breach of an alleged contract to deliver $50,000 in amount of town bonds. An attachment was issued, and the only thing claimed to have been attached is a suit pending in this State and another pending in Pennsylvania, against Henry H. Boody, to recover nearly $300,000. On Dec. 27, 1873, copies of the summons and complaint were handed to C. M. Osborn, of Rock Island, Ill., who happened to be in this City. This attempted service is now sought to be set aside. Mr. Osborne swears that he is not and has not been an agent, in any sense, and is and has been only the defendant's solicitor in certain matters, and not a person on whom service could be legally made. The case came up yesterday in Brooklyn in the shape of motion to set aside the service of the summons on the ground of improper service. The question to be decided was one of practice under the Code, and turns on the point as to what constitutes a valid service on a foreign corporation. Judge Tappen denied the motion to set aside the service of summons, with $10 costs.

CIRCUIT COURT—PART II.

Before Judge Tappen.

SUIT AGAINST THE CITY OF ROCHESTER.

Ed. H. Prentiss vs. The City of Rochester.—In 1853 the City of Rochester issued $300,000 of coupon bonds, in pursuance of an act of the Legislature entitled "An act to amend certain acts respecting the City of Rochester, passed April, 1850." These bonds had twenty years to run, and became due Jan. 1, 1873. The plaintiff was the holder of one bond of the par value of $1,000, and on the 1st of January, 1873, presented the bond and the one remaining coupon for payment, which was refused. This action is brought for the face of the bond and accrued interest.

The answer admits the issuing of the bonds, but alleges that they were issued in two series, thus making duplicate numbers. Defendant also says that the bond which plaintiff holds is No. 12, and that the genuine bonds of that number have been paid. Defendant also alleges that in January, 1869, the City Treasurer of Rochester received notice from Messrs. Bleswith & Ro[illegible]chall, of New-York, that No. 2 had been stolen from them, and requesting the payment to be stopped. The answer further states that when the bond in suit was presented for payment to the city, the number was pronounced to be altered from two to twelve, and therefore payment was refused. On the trial the plaintiff proved that he purchased the bond for $900, in good faith, and that before purchasing it he exhibited it to the financial agent of the City of Rochester, who distinctly pronounced it genuine. Case still on. G. C. [illegible] F. Prentiss for plaintiffs; Mr. Solomon, of counsel for defendant.

The New York Times.

NEW-YORK, WEDNESDAY, JAN. 20, 1874.

AMUSEMENTS THIS EVENING.

ACADEMY OF MUSIC.—LUCIA DI LAMMERMOOR, (English Opera,)—Miss Kellogg, Mr. Theo. Habelmann.

UNION SQUARE THEATRE.—LED ASTRAY—Miss Rose Eytinge, Mr. Stuart Robson. Matinée at 1:30—WILKINS MICAWBER, BELLES OF THE KITCHEN, &c.

WALLACK'S THEATRE.—MONEY—Mr. Lester Wallack, Mr. John Brougham, Miss J. Lewis.

UNION SQUARE THEATRE.—LED ASTRAY—Miss Rose Eytinge, Mr. Stuart Robson.

BOOTH'S THEATRE. — FEMME DE FEU—Mrs. J. B. Booth, Mr. Joseph Wheelock.

GRAND OPERA-HOUSE.—HUMPTY DUMPTY ABROAD—Mr. G. L. Fox, Miss Fanny Hayward.

FIFTH AVENUE THEATRE.—MAN AND WIFE—Mr. D. H. Harkins, Geo. Clarke, Miss Ada Dyas.

OLYMPIC THEATRE.—VAUDEVILLE AND NOVELTY ENTERTAINMENT—Ned Buntline and others. Matinée at 2.

THEATRE COMIQUE.—VARIETIES—Mr. Hart, Mr. Harrigan, Snow Brothers. Matinée at 2.

NIBLO'S GARDEN.—THE BELLES OF THE KITCHEN—The Vokes Troupe.

THE COLOSSEUM.—CYCLORAMA OF LONDON AND PARIS—CURIOSITIES—Afternoon and evening.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE afternoon and evening. Curiosities.

BRYANT'S MINSTRELS.—FARCES, SINGING, COMICALITIES—Messrs. Unsworth, N. Seymour, and others.

STEINWAY HALL.—OLD FOLKS CONCERT.

ROBINSON HALL.—VOCAL AND INSTRUMENTAL MUSIC—The Piccaninnies—Afternoon and evening.

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FOR SALE.—*A six-cylinder Hoe Press, recently in use in this office, in good order, will be sold cheap. Apply at the Counting-room,* TIMES *Office.*

The French Cabinet has been finally sustained in wresting from France all but the last remnant of municipal liberty, by a majority of 43 votes. It may be confidently predicted that the majority of the Mayors nominated by the Government will not only have a somewhat uneasy time of it, but will fail to exercise anything like the political influence which is expected from them. The next attack of the party of reaction will doubtless be on the integrity of universal suffrage. They have already indicated the scope of their policy under this head, but the struggle of carrying it out will be all the more difficult from the fact that no Bonapartist can afford to join the Government in their next attack on the national liberties. Meanwhile France quietly elects Republican representatives as the opportunity presents itself, and calmly bides her time. While prudence and self-restraint continue to prevail in the Republican councils the Republic runs no serious danger.

It is announced that a resolution will soon be introduced by Senator ANTHONY to prohibit the printing in the *Congressional Record* of speeches not actually delivered. The *Record* is voluminous and costly enough when it contains nothing more than the real proceedings of the two Houses. It should not be swelled in size and cost merely to delude the constituents of certain members into the belief that their representatives have delivered orations on the floor of Congress. The practice of printing speeches which have never been delivered in the official proceedings is in every respect a bad one, and it cannot be stopped too soon. It has long been evident that it cannot be stopped unless it is positively prohibited by the rules, and the resolution of Senator ANTHONY should, therefore, be adopted by both Houses, although it appears to be intended to be applicable only to the Senate.

Credit must be given the State Senate for the action taken yesterday on the constitutional amendments, and especially on the fifth article. Senators ROBERTSON and BRADLEY assumed the correct position in declaring that whatever might be the decision of the people on this article, it was the duty of the Legislature to submit it for their acceptance or rejection. Mr. BRADLEY, who is a sensible Democrat, went further, and spoke heartily in favor of the principle of the amendment, for which he is entitled to the commendation of all friends of reform. We are glad to find Mr. GANSON, one of the leading Democrats of the State, also recorded in its favor, but the general Democratic antipathy to reform could not be overcome, and of the ten who voted against the amendment, eight were Democrats. We have heretofore called attention to this article, and the public are aware that it makes radical changes in the Executive branch of the State Government by taking from the people the election of all State officers, except the Governor, Lieutenant Governor, and Controller. It is apparent that nearly all the Democrats and some Republicans intend to wage an active warfare against this amendment, both in the Legislature and out of it, and it is in consequence in some danger of defeat. But the Legislature should, nevertheless, afford the people an opportunity to accomplish the reform if they so desire.

Chicago must be classed among the most unfortunate or improvident of cities. Yesterday it was again visited by a serious fire which destroyed property valued at over $500,000, and which for a time caused some apprehensions for the safety of the city. Once before since the great disaster of 1871 the city was threatened with destruction, when, some time ago, a fire swept over several blocks on the West Side. These repeated calamities ought to convince the people of Chicago that they should use increased precautions against this danger in the future. It may be that they can afford to have large portions of their city disappear in flame and smoke at short intervals, but a more economical community would by this time have concluded that the money thus wasted might be used to better advantage in maintaining an extensive fire department. We are told that it was twenty minutes before any engines reached the second fire yesterday, because they were all engaged at the first. This fact contains a warning which should not be neglected by Chicago, or any other of the large cities. Common prudence demands that no part of a city should ever be left wholly unprotected. The example which the New-York Fire Department has set in this respect might be followed with profit everywhere.

The Twenty-first Assembly District, having determined that there shall be no mistake made about its character, yesterday elected SULLIVAN to the Assembly by 904 plurality over CRARY and 380 over ALLEN. After this it is not worth while for any decent man to offer to serve the Twenty-first District, either in the Assembly or elsewhere. Mr. ALLEN being a man of spotless life and reputable associations, was naturally hindmost in the race in a district which did its full part in electing such a man as HUGH MOORE to the State Senate, and wallowed in the mire of political degradation in order that it might honor the convict GENET. In a partisan view the result of the election is not of the slightest consequence, but it is a proof that the elective franchise can be put to strange uses when a candidate like Mr. ALLEN obtains only 1,721 votes in a total of 6,591. After making such a record as this, the district need not fear that any appeals will hereafter be made to its intelligence and virtue.

Two cases of considerable importance to the people of the State were decided by the Court of Appeals yesterday. Both were in relation to contracts awarded by the Canal Board, the prices under which were raised by legislative sanction, either while the work was in progress or after it had been completed. Payment was refused by the State Auditor, acting under the advice of the late Attorney General, on the ground that the raising of prices was unconstitutional, being in conflict with that section of the Constitution providing that all contracts should be let to the lowest bidder. The Court of Appeals has, however, decided in a sense adverse to this opinion, affirming the power of the Legislature to raise prices under a canal contract. As the payment of many thousands of dollars of claims against the State Treasury depends upon the establishment of this rule, the people ought not to require much prompting to keep a very sharp watch over the exercise of the legislative prerogative in such cases.

CONGRESS AND THE RAILWAYS.

We publish this morning a very long and elaborate report from the House Committee on Railways and Canals. It is not a document showing special ability, but it is very carefully drawn, and covers a portion of the general subject pretty thoroughly. It will repay reading, since it advances very clearly the arguments on which the advocates of Federal supervision of railways rely to sustain the power of Congress in the premises, and also states with considerable force some of the arguments from expediency for the exercise of this power. The main subject to which the report relates is the determination of railway freights by Congress. It seeks to establish the power of Congress to regulate railways generally, and the specific regulation it recommends is one providing "reasonable rates."

The constitutional question is a very important and a very curious one. It involves many of the merits and demerits of a written Constitution, and its discussion brings out, with interesting distinctness, the singular wisdom of the framers of our own Constitution in their method of defining general powers. We have already tested this wisdom in a remarkable manner during our civil war. It is not possible that the framers of the Constitution could have contemplated the occurrence of the circumstances to which many of its provisions have been applied. Yet nearly all of the extremest powers exercised by Congress in the suppression of the rebellion were justified logically and in reason by the language of the Constitution. In a similar way the power of Congress over inter-State commerce has already been extended to a state of facts of which the authors of the Constitution could have formed no conception, not even the remotest or vaguest. Yet it would be difficult to find much fault with the reasoning by which the eminent Justices of the Supreme Court have gradually and with great deliberation and caution pushed this power to its present well-ascertained limits. The secret of this quality of our Constitution, which many call its elasticity, which distinguishes it from all other important instruments of the same kind, and which has given to the Federal Government a rare combination of stability and adaptability, lies in the moderation of its authors in the exercise of the power intrusted to them, and to the aversion they had to undertaking the regulation of details. While they avoided the glittering generalities with which Constitution-makers of the Latin race delight in adorning their creations, they were peculiarly sensitive to the difficulty of defining minutely the field to be occupied by the laws they enacted. They designed simply a limited number of fundamental principles, leaving to the discretion of those who might come afterward the application of these principles to the circumstances that might arise.

It is not surprising, therefore, that the Committee on Railways and Canals are able to make an apparently strong argument for the power of Congress, under the Constitution, to regulate vast instrumentalities of commerce which not only were not contemplated by the framers of the Constitution, but were absolutely unknown and undreamed of in their time. We say a strong argument. We do not think it is a conclusive one. Any one who will carefully examine it will see that it is based not so much on a consideration of the intentions of the framers of the Constitution, or of the circumstances by which they were surrounded, and which must have controlled their minds in framing the enumeration of the powers of Congress, as upon a series of judicial interpretations of the Constitution. These interpretations have been progressive, and, by cautious and not very marked stages, have finally reached ground very far ahead of that which could possibly have been occupied at the formation, or even near the formation, of the Constitution. The committee very wisely avoid any very direct consideration of the immediate intent of the makers of the Constitution. But they imply that these latter, in intrusting the power to Congress to regulate commerce, had in view mainly the transportation of goods and persons between the States. Nothing, we should say, could be more difficult to sustain from the history of the time at which the Constitution was formed than this implication. The only matter in connection with inter-State commerce, which gave the Constitutional Convention serious concern, was the imposition of discriminating duties by the various States. This possibility in regard to foreign commerce, was, also, the main object of solicitude when that subject was considered. It was to prevent the practice in both cases that power was given to Congress to regulate them. The question of transportation was then an insignificant one, if, indeed, it can be said to have been a public question at all. The rights of carriers and their customers were of slight importance, and in a very great proportion of cases, carriers and buyers or sellers were identical. The fact might as well be faced boldly, that there was nothing in the minds of the Constitutional Convention that can throw any light on the present power of Congress to regulate railway freights.

Indeed, we are compelled to believe that any such power in Congress can only be derived from the Constitution by a process of interpretation which has been largely, and, perhaps, inevitably, used for many years, but which should be resorted to only with the utmost caution. This method substantially assumes that, given certain general objects of the Federal Government indicated by the Constitution, Congress is at liberty to secure these objects by any powers not prohibited by the Constitution, or not reserved to the States, or not opposed to any of the fundamental doctrines of the Constitution. It may be said, and not without a strong show of justice, that it is only by the gradual and careful exercise of this method of interpretation that our nation has been able to conduct its constantly multiplying interests under the guidance of a Constitution framed without any knowledge of many of the circumstances in which it was to be applied. But it must be obvious that too great care cannot be used in even seeming to make use of this way of reading the Constitution. It must be remembered, too, that it is not a last resort. The Constitution provides for its own amendment. Whenever it is found to be clearly deficient it can be supplemented, or if it is at any time an obvious hindrance to the progress of the nation it can be changed. It must always be a misfortune to strain it, or to appear to strain it. And, in our opinion, it is by no means certain that the proposition now submitted to Congress does not strain it.

The committee also discuss, but very imperfectly, the question of expediency. They succeed without difficulty in showing that it is expedient that we should have "reasonable rates" of freight. But they do not undertake to show the fitness of Congress to directly or indirectly determine what "reasonable rates" are.

CITY RAILWAY RELIEF.

A bill has been brought into the State Legislature for the better regulation of our street railways, and, strange to say, it is a bill in the interests of the people, and not of the monopolists. Knowing it to be so in general terms, we have already mentioned it with hopeful words; but its particular provisions have not yet been made public. The members of both Houses would do well to bear in mind that the public will look with a curious and careful eye upon the course of this bill.

The present Legislature could not do a more popular thing, or one which would give to the public a more satisfactory proof that the reign of rascality had given way to that of honesty, than the establishment of some well-considered and comprehensive system of street-railway management, which, although needed chiefly in the City of New-York, would render comparatively no less service to all the principal cities of the State. Street railways have, in fact, become so common in all large towns that it is a question worthy of consideration whether there should not be a commission established for their supervision, if not their management. There is a Board of Canal Commissioners; why not a Board of Railway Commissioners, or at least a Board of Street Railway Commissioners? There is enough to be done; the office would be by no means a sinecure. True, the State owns the canal, and it does not own the railways; but it does own the streets through which they pass. That is a point never to be lost sight of in the consideration of this subject. The city railways do not make their own roads on which to lay down their rails, as the other railways do; but, on the contrary, they are allowed to appropriate to themselves, in a certain measure, a part of the public highway, on the presumption that their doing so will be, on the whole, a public convenience.

Need we say to the long-suffering, weakly-good-natured, happy-go-lucky citizen of New-York, or of Albany, or of Brooklyn, or of Buffalo, cramped, trodden upon, alternately stifled and frozen in the street cars, how those expectations have been met, and how that convenience has been provided for? The story is old, and as wearisome as a ride from the new Post Office to the Central Park. But now, as there is to be an attempt at securing relief from our sufferings by legislative enactment, some suggestions as to the relief needed and as to the manner of attaining it are in place.

And, first, we want seats for all passengers, which, of course, implies more cars on all the routes than are now in use. To this the companies reply that they already run as many cars as can be run with convenience and safety. The assertion is untrue. For the reason that the cars are crowded so that at almost all times of the day it is difficult for a passenger to get a seat, unless he takes a car at one of the starting points, is that directly after the stream of downward travel in the morning and that of upward travel in the evening begins to fall off, the companies begin to take off cars, so that they keep the proportion between number of cars and the number of passengers still at the crowding point. This is "business" to them; but it is inconvenience and suffering to the public. It is the business of the managers of these railways to get just as large a money return as possible from as small an outlay as possible; and they are wise in their generation, these managers, and know just how to adapt their means to their ends, so that they can perform their unavoidable function of carrying their living freight with as little expense to themselves and as little regard to public comfort as possible. They would, of course, like to receive their fares without the little formality of carrying their passengers at all; but that can't quite be done; and so, with an ingenuity worthy of a better cause, they contrive to do as little as possible for the public accommodation and keep within the prescription of their charters. It is plain that if cars can be run "on minute time" or "half-minute time," as it is called, that is being started at intervals of a minute or half a minute for two or three hours in the morning and the evening, the same can be done all through the day, without any sacrifice except to the treasury of the company, and with great gain of convenience and comfort to all those passengers who use the cars, say between 10 o'clock in the morning and 5 in the afternoon, and after 6 in the evening. If the full tale of cars were kept running all through the day, passengers who traveled by them between 10 and 5, that is during seven hours of the working day, would, even under the present system, in all other respects have the seats to which they are entitled, and of which they are deprived by the taking off of cars to keep the travel up to the crowding point.

Another change, which we suggest with much confidence, would be a great measure of relief. All the cars of the principal lines now start down town from a point as near as possible to the junction of Park row and Broadway. After a careful consideration of the subject, founded upon much observation, we do not believe that this is necessary, either for the accommodation of the public, or even for the reasonable profit of the companies. On all the lines there are now two sets of passengers, those who go "through," as it is called, and those who stop at some point below Sixtieth street. The latter pay five cents, the former six; and on the Fourth Avenue Line, if they go beyond Forty-fifth street, eight cents—so that on that line a passenger pays eight cents fare who rides only from Thirty-fourth street to Forty-sixth. Under the present system, or rather lack of system, all these passengers are crowded into the same cars, whether they are "through" passengers or not. This is so, to all intents and purposes, even on the Fourth Avenue Line, notwithstanding the subdivision of its cars into the Thirty-fourth Street Line, the Station Line, and the Central Park Line; because passengers on either of the former lines are transferred to the latter. Now the fact is that, if not quite all, very much the larger number of the "through" passengers, to all intents and purposes the whole of them, take, or might conveniently take, the cars at points nearly on a line with Chatham square. It is reasonable, therefore, to suppose that (exceptions apart, of course, for rules cannot be made for exceptions) public convenience would be consulted by having two down-town starting points for most of the lines, instead of one. Let the "through" cars, which should be very strongly distinguished in color from the "way" cars, start from Chatham square, or some corresponding point for the various lines, and let the fare on these cars, *for any distance*, be the "through" fare of six cents, or, on the Fourth Avenue Line, eight. This would operate so as to separate, or nearly to separate, the "through" from the "way" passengers; it would relieve each of the crowding consequent upon the rude, unsystematic way of packing them all in indiscriminately together at one starting point; and even without legislative interference it would enable most of us to ride home sitting and in comfort, instead of standing in discomfort. It would also take away one excuse on the part of the companies—the throng of cars—for not increasing their accommodations; for the great crush is produced by the convergence of all the lines below the point that we have indicated. This we put forth as a suggestion—not dogmatically—as one way of securing relief from the greatest inconvenience of our City life. But let us have with it, or with some equivalent system, such legislative protection as will relieve us from our present humiliating and ridiculous position in this matter.

GREAT CRY AND LITTLE WOOL.

Canada is in the throes of a general election, and the drum political is being beaten with amazing fury throughout the length and breadth of the land. The world is not exactly standing still to gaze upon the noisy struggle between Tories and "Grits," and outside of Canada there are but few people who know or care much about the issues involved in this contest. The most remarkable thing about the wordy war now being carried on in Canada is the extreme recklessness of assertion, and the highly overdone character of abuse which distinguish the journals of both parties. A leading "Liberal-Conservative" journal, which seems to have taken a leaf out of the book of the "Liberal" press of this country during the last Presidential campaign, assails its political opponents with the following choice epithets: Every single sentence of an opposition sheet "is as full of infamous fabrication as an egg is full of meat," and right-minded persons turn away from its perusal with "loathing and disgust." The editor of this sheet and his associates are "political assassins," "treacherous, disloyal, and unpatriotic;" another gentleman is a "great wind-bag, with half a dozen dishonorable actions tainting every year of his short political career;" moreover, in "striving to bolster up a rotten and filthy cause," this "blatant hypocrite" wanders hither and thither like "an ill-omened spectre," and then like a "hungry jackal in search of the filthy carrion on which he feeds." It is some comfort to be assured that the days of this monster are numbered, and that he will only be remembered as a "political abortion." This rhodomontade is wasted on Hon. Mr. BLAKE, who has the reputation of being one of the most reputable of Canadian politicians. To apply the rather *naïve* remark of the journal from which we have quoted in a wider sense than it intended, "if one hundredth part of what is said be true, there would be sufficient infamy in that hundredth to cause Canadians to blush with shame for their country."

It is curious to find the turgidly vituperative style of newspaper writing, which has been banished to remote settlements in this Union, existing in full luxuriance in the large cities of the Dominion. It is equally instructive to notice that imputations of corrupt motives and practices are bandied about with a freedom which almost eclipses the fame of the rowdy journals of this City. Nearly all the accusations in question take their rise from what has come to be known as the Pacific Railroad scandal. The Conservatives, to whose retreat from power the present appeal to the country is due, do not appear to be content that Sir JOHN A. MACDONALD and his colleagues should bear the whole odium of trading on the Pacific Railroad contract. They have accordingly built up, by the aid of a more or less slender substratum of fact, a marvelous story about a Lake Superior Ring of silver mine and land speculators, who are to sacrifice the "plighted faith of the Confederacy," to "break up the great Dominion," to sever its connection with the Empire, and to do other treacherous deeds, all for the purpose of building up American railroads and gaining unto themselves filthy lucre.

Stripped of the amazing ornaments of Canadian rhetoric, the policy of the political factions of the Dominion in this Pacific Railroad business—and there is really no other point of the slightest consequence at issue—is pretty nearly as follows. The Mackenzie Cabinet, which depends on the result of the pending election for a working majority in the Dominion Parliament, proposes to adhere to the scheme of providing means of transportation across the continent. But they have abandoned the idea of constructing a railroad over the entire distance, and propose a mixed system of railway and water communication. Thus freight would be conveyed above Lake Superior by steamer, and even between Lake Superior and Fort Garry, a distance of 430 miles, the navigable waters of the Lake of the Woods, Rainy River, and Rainy Lake, are relied upon to furnish a water route of about two hundred miles in length, requiring only a couple of locks to make it continuous. To this scheme of what the Conservatives call the "Lake Superior Ring" it is objected that it is a mere evasion of the conditions under which British Columbia consented to enter the Dominion; that, involving repeated transhipments, it would be of little value for trans-continental traffic, and that its result would be to drive the entire trade of the North-west over the American lines through St. Paul to Chicago. So convinced are the Conservatives that the Mackenzie railroad policy is in the interest of the United States corporations that they have circulated the highly-improbable story of the Northern Pacific Railroad having subscribed $750,000 to aid in securing the return of the Administration candidates. Sir JOHN A. MACDONALD apparently adheres to his great trans-continental project in its entirety, though he admits that its recent break-down will render it very difficult to carry it out for some time to come. But for the successful attack on Sir HUGH ALLAN'S contract, the Ex-Premier maintains that the road could have been built for $30,000,000 in cash and 50,000,000 acres of land. As the Imperial Government guaranteed about $22,000,000, Sir JOHN thinks a loan could have been effected at three per cent. All this, however, is at an end with the triumph of the perfidious "Grits." The "vast Dominion, bounded only by the North Pole and the Atlantic and Pacific Oceans," is to sink into provincialism again, because it has been bereft at the same moment of the "great statesmanship" of Sir JOHN A. MACDONALD and the immeasurable prospective benefits of the Canada Pacific Railway charter.

A NEW SOCIAL DIVERSION.

Amusement for the home circle during the long Winter evenings which shall be at once rational, fresh, and varied is as desirable as it seems difficult to attain. An infinity of games have been invented for the purpose, but the great majority of them are jejune and tiresome to the last degree. Chess, of course, can never lose its charm for those who know and love it; but chess is a *tête-à-tête* affair, and rather unsociable. Whist we have never fairly naturalized, and it is, besides, open to somewhat the same objection as chess. In addition to these, billiards has the more serious defect of being possible only to a comparatively limited class and of sacrificing the fairer elements of the household to the potent and dreaded charms of woman's deadliest rival—the hateful cigar. The theatre and society, in its technical sense, are not only outside of the limited sphere we are discussing, but are or should be but occasional diversions. Americans are essentially a home-loving people, and in more northern latitudes have, during the Winter at least, many inducements of climate to keep them so. When the curtains are drawn and the lights brought on, the true epicurean will very reluctantly resign the cosy and slippered comfort of the fireside for any foreign pleasures. And this is as it should be. Whatever helps to add to the attractions of the home circle is a potent influence, exerted none the less forcibly because insensibly toward the advancement of social morality and happiness.

Apparently the difficulty we refer to has been felt in England as well as here. In a recent letter to the *Daily News* Mr. F. J. FURNIVALE, a name well and gratefully known to all lovers of early English literature, suggests an occupation for Winter evenings which certainly fulfills all the requirements we have mentioned. He proposes "the reading of the plays of SHAKESPEARE in chronological order, so as to see the growth of the poet's mind and art, the host of each evening or his clever wife reading a short paper on the play; when finished to open a discussion on it." Mr. FURNIVALE adds that he is a member of two small clubs, which meet for this purpose on alternate Sunday and Wednesday evenings at the houses of different members, and he avers that the pleasure and profit derived from these meetings are far greater than can be got from ordinary after-dinner gatherings or *conversazioni*.

This we can very well believe, nor are we more disposed to doubt the truth of his assertion that people who are capable of adopting his suggestion will find in it "a most welcome relief from the senseless chatter and scandal of ordinary parties." The number of such people, however, we fear, must unfortunately be few. Still that is no reason why the suggestion should not be approved, and those who do champion it may console themselves for their scanty following by the comfort which Mr. HAMERTON finds for the unpopularity of etching—"that it is a matter less for regret than congratulation that an art should exist safe from the baneful influences of vulgar patronage." Besides, many circles not quite up to the level of SHAKESPEARE might begin in MORRIS or TOM MOORE, and so work their way up through POPE and WORDSWORTH and LAMB'S dramatic specimens to the "first poet of all time."

Again, for those who do not fancy profane literature, there is a variation in these reading parties which is said to have attained considerable vogue in certain London circles. Neat cards are issued setting forth that "Mr. and Mrs. Blank propose (D. V.) to hold a Bible reading" on such an evening "at 7:30 o'clock, when the company of friends is requested." The subject of the evening is added—Corinthians or Revelations, as the case may be—with an intimation that the reading will extend from 7:30 to 9:30, and that morning dress will be worn. This seems like a whimsical mingling of recreation and religion; but it may have its merits. It is at least worth mentioning, as showing the wide range which may be found in Mr. FURNIVALE'S invention, and its facile adaptability to a variety of tastes.

The experiment, at all events, seems worthy of being tried. A few will find it pleasant and profitable; and those who do not may go back with all the greater relish to small talk and the Boston. It is true that if the practice ever becomes popular here in fashionable circles, there is danger that some of our belles and beaux may inadvertently learn something. But that, perhaps, is not, after all, an insurmountable objection.

AMUSEMENTS.

MISS CUSHMAN'S READINGS.

Four readings by Miss Charlotte Cushman are promised during the coming fortnight. They will take place at Steinway Hall, the first occurring on Wednesday evening; the second Saturday afternoon; the third on the Monday night following, and the last on the afternoon of the subsequent Saturday. The sale of seats for the series opens to-day. It is well to mention that these readings will be the only entertainments in which Miss Cushman will appear in New-York this season.

THE ENGLISH OPERA.

The season of English opera will be entered upon at the Academy of Music, this evening, with "Lucia." Miss Kellogg is to personate the bride of Lammermoor, and Mr. Habelmann will be the master of Ravenswood. We are glad to learn that the outlook of the season is auspicious.

THE MEIGHAN BENEFIT.

The representation for the benefit of the widow and children of the late Mr. T. W. Meighan may be attended at the Union Square Theatre this afternoon. "Micawber," with Messrs. Rowe and Mackay; "The Stage-struck Barber," with Mr. F. S. Chanfrau; and "The Belles of the Kitchen," with the Vokes Family, make up a capital bill.

THE NEW CHIEF JUSTICE.

HOW MR. WAITE IS REGARDED IN HIS NATIVE COUNTY.

The following sketch of Hon. Morrison R. Waite is from the Norwich (Conn.) *Bulletin* of yesterday: "With Ohio, Connecticut is honored by the choice. Our own county was his birth-place, and our own city contains many whose intimacy with Mr. Waite, through ties of blood and friendship, had taught them long, before the country began to know and honor him, what his great qualities as a lawyer, a student, and a high-toned gentleman were. Mr. Waite was, till recently, an unknown man, at least throughout the country. In his own State, and more especially in his own town, he has been regarded for some years as a lawyer of far more than average ability. Appointed by the President to assist Gen. Cushing and William M. Evarts as counsel for our Government before the Geneva Board of Arbitration, his name was shadowed by the then greater fame of his two associates. Not so when he finished his labors there, for by an argument of almost unequaled power, force, and clearness, he attracted the general attention of the country, and was speedily thereafter acknowledged as one of the leading legal lights of the land. Those who had known Mr. Waite, however, previous to this were prepared for the brilliant effort he then made. More recently, as President of the Ohio Constitutional Convention, he has still further added to his reputation. As a lawyer, Mr. Waite's qualifications for the high position are unquestioned. Possessed of a mind keenly logical, his early training developed still more strongly its powers. His father was eminent as a lawyer, and an honored Chief Justice of our highest State Court. But by a life-long and intense application to the study he was by nature and training so admirably fitted for, and by an extensive practice at the Ohio Bar, he has perfected himself, so far as a man can perfect himself, in the knowledge of that limitless and grand study. Further than this his attention, either by choice or chance, has been turned especially to the interpretation of the many difficult questions of law underlying the Constitution, and it was no doubt his great attainments in this branch of the science which induced his appointment as counsel at Geneva. It will be with no smattering of Coke, no scanning of Blackstone and Kent, that he will take his seat. The principles of the law, and their application in the cause of justice and right, have been his study. His knowledge does not end with his brief or plea. Pre-eminent, then, in this respect are his qualifications for the high position. But the high character, the winning social qualifications, and the kindliness of heart, which with great learning combine to make the perfect Judge, Mr. Waite possesses in a high degree. The country has reason to thank Gen. Grant for this happy appointment."

NATIONAL COLLEGE ROWING ASSOCIATION.

HARTFORD, Conn., Jan. 20.—Delegates to the National Rowing Association of American Colleges are arriving here. Representatives of Yale, Bowdoin, Amherst, Cornell, Dartmouth, and Harvard are already here. The meeting is at 10 o'clock to-morrow. The principal interest centres in the selection of a place for the next regatta, although it is claimed that the constitution declares that this must be decided at the annual meeting in April. The Saratoga Rowing Association have a strong delegation here working for that course. Yale is said to favor Saratoga, as the New-York colleges do, and it is thought that Wesleyan, William's, and Bowdoin will follow Yale. Harvard, Amherst, and Dartmouth oppose any course outside of New-England. Should there be a disagreement a New-England association is suggested.

THE NATIONAL BASE-BALL ASSOCIATION.

BALTIMORE, Md., Jan. 20.—The Judiciary Committee of the National Base-ball Association met at the St. Clair Hotel to-night, three of five members being present, viz.: R. C. Hall, Baltimore; N. E. Young, Washington, and W. J. Smith, of Maryland. After hearing the charges preferred by the Philadelphia Club against the Boston Club, the committee unanimously resolved not to take action in the matter as the championship had already been awarded. In reference to Arthur Cummings, the committee thought he deserved censure for the manner in which he left the Baltimore Club, but released him from any disability incurred thereby. Mr. Young read a paper on players betting either directly or indirectly on the game, and its demoralizing tendency, advocating the expulsion of any player guilty of it. The committee recommended that this subject be earnestly considered by the National Association at the next annual meeting.

TEXAS.

A NOMINEE FOR THE SENATE—CELEBRATION OF THE PEOPLE'S VICTORY.

GALVESTON, Texas, Jan. 20.—A petition, signed by a large number of citizens of Galveston, has been sent to Col. George Flournoy, at Austin, asking him to allow his name to be submitted to the Legislature as their nominee for United States Senator.

In honor of the event of the occupation of the Capitol and State offices by the chosen representatives of the people of Texas, a salute of 100 guns was fired this evening in the public square by the Galveston Artillery, Capt. W. F. Mott commanding. A stand was erected, and speakers addressed a large concourse of people.

THE EFFECT OF NON-INTERVENTION.

WASHINGTON, Jan. 20.—The following dispatch has been received here:

AUSTIN, Texas, Jan. 19.

Hon. G. H. Williams, Attorney General:

Your telegram, as anticipated, has had the desired effect. The complications in our State affairs have been amicably settled.

THOMAS F. PURNELL,
United States Marshal.

THE FRANKING PRIVILEGE.

EFFECT OF ABOLISHING ON THE POSTAL REVENUE—NEWSPAPER POSTAGE.

WASHINGTON, Jan. 20.—The Postmaster General has replied to a resolution of the Senate with regard to the franking privilege. He says, had not the transmission of Congressional publications been discontinued, the rates awarded in the readjustment now being made with the railroad companies would be higher in exact proportion to the increase in the weight of the mails which the transmission of this heavy matter would have caused, whatever that increase might be. The general interests of the postal service are promoted, however, by relieving the great mail lines of the pressure caused by the carriage of the immense amount of mail matter formerly sent over them. So rapid is the increase of postal business that the through lines are taxed to their utmost capacity to carry the letter correspondence and paper matter dispatched from the commercial and publishing centres of the country. The net sales of official stamps for the next fiscal year, to cover the transmission of matter formerly sent through the mails under the franks of the heads of departments, are estimated at $2,250,000. A comparison of the receipts on four items during the quarter ended Sept. 30, 1873, with those on the same items for the corresponding quarter of the preceding year, shows an aggregate increase of $1,668,445, and an increase, exclusive of official stamps, of $614,912. These figures, which do not include postage on Congressional matter, confirm the Postmaster General in the opinion heretofore expressed in a special report to Congress, under date of Jan. 12, 1871, that the cost of all free matter, if charged with the regular rates of postage, would amount to $2,543,397 annually. The Postmaster General says he has answered the questions embodied in the resolution with as much accuracy as is possible with the little material at his command. It must be remembered that the law repealing the franking privilege did not go into effect until the 1st of July last, and that the department has had the advantage of that repeal for six months only. To arrive at anything like fair conclusions on the subject, a trial of at least a year should be made, and time should be given for gathering accurate results from the entire country. Thoroughly impressed as he is with the belief that the repeal of the franking privilege was a wise measure, and will be productive of the best results in the postal service, he earnestly recommends that it be not restored until at least a fair trial can be made.

In his last report he recommended a reduction of postage on books to one cent for two ounces, which is the lowest rate now allowed by law for any kind of matter. If that suggestion should be adopted he cannot see why postage should not be paid upon Congressional documents as well as upon departmental matter by an appropriation from the Treasury. Such action would amply provide for the transmission by mail of all desirable documents to the people, and enable the department to maintain that degree of accuracy in its administration which is essential to its complete success. In the event, however, of returning to a general distribution to the people of improved field and garden seeds and public documents, he trusts he may be permitted to suggest, in view of all the facts, that the department should be empowered to arrange for their transportation, as freight, in other conveyances than mail cars, so as not to embarrass the legitimate postal business of the country, or retard the attainment of the perfection of the system, which should be the constant aim of those engaged in its management. He is firmly convinced that the practice in this respect which prevailed before the abolition of the franking privilege cannot be revived except at the expense of the important commercial and social interests and wants which the maintenance of the postal system of the country is chiefly intended to subserve. There is one restriction, however, which he never advised, and which, in his opinion, might be safely removed, and that is, the provision which forbids the free transportation of weekly newspapers within the counties of their publication, as heretofore authorized by law. The grounds upon which this recommendation is made are—first, that such papers are so evenly distributed over the entire extent of the country, and confined to lines of transit so short that they have never been known to impede the distribution and transportation of the mails, and, secondly, that the amount of postage levied upon them, as at present collected, while affording but a trifling revenue to the department, is yet heavy enough to be severely felt by their proprietors and patrons, and to obstruct the dissemination of local intelligence. Good reasons may also be given in favor of a free exchange between newspapers.

THE CASE OF JAY COOKE & CO.

PHILADELPHIA, Penn., Jan. 20.—The case of Jay Cooke and Co. was heard before Judge Cadwalader, on application for further time to complete the election for the committee. After the argument, Judge Cadwalader said that after all he would like to know whether the creditors considered the committee as an enlargement of their powers over the estate, or whether it was not really a restriction upon and hampering of its administration. Since the creditors had expressed such thorough confidence in Mr. Lewis, he would say that he had conceived of a plan by which that gentleman would be chosen assignee, or, in other words, Trustee without a committee. In light of this intimation he asked whether Mr. Lewis would be assisted by a committee, or whether he would not be trammeled or retarded by those who, from the nature of things, could not be constantly with him or so familiarly conversant as he with the matter in hand. Mr. Samuel Dixon replied that if Mr. Lewis were appointed assignee and supported by a committee of creditors, he would feel much less hesitation in adopting the measures which his own judgment prompted. The Judge said that under the English system, which is similar to our own, they had no assignee or Trustee who was not a mere servant of the committee of creditors.

After obtaining the views of some individual creditors, Judge Cadwalader held the matter under advisement.

ASSEMBLING OF THE MISSISSIPPI LEGISLATURE.

MEMPHIS, Tenn., Jan. 20.—A special dispatch from Jackson, Miss., to the *Avalanche* of this city, says that the Legislature of that State assembled at noon to-day. J. D. Shoad, colored, of Worden, was elected Speaker of the House; H. W. Warren, Clerk, and George R. Pease, Sergeant-at-Arms. The Senate elected W. C. White Secretary. There are at least a dozen applicants for every subordinate position, and there are numerous aspirants to fill Ames' unexpired term as United States Senator.

GENERAL ASSEMBLY OF RHODE ISLAND.

PROVIDENCE, R. I., Jan. 20.—The General Assembly convened its adjourned session in this city to-day. Gov. Howard delivered his message, reviewing the condition of the State. The State debt has been reduced $75,000 during the year, being now $2,563,500. The Governor recommends legislation for the greater protection of savings banks and for the improvement of the laws for the collection of debts.

UNITED STATES SENATOR FROM MARYLAND.

ANNAPOLIS, Md., Jan. 20.—William Pinckney Whyte, Esq., Governor of this State, received a majority of votes in both Houses of the Legislature for United States Senator, to-day, in place of W. T. Hamilton, Esq., whose term expires March 4, 1875. The Legislature, in joint convention, to-morrow will compare their votes and ratify the vote of to-day.

FILTHY THOROUGHFARES.

INFORMATION FOR THE STREET-CLEANING BUREAU.

On Monday last Capt. Thorne, the Superintendent of the Street-cleaning Bureau, said to a TIMES reporter, "it would be a useless waste of money to set about to remove the snow from the streets now, the fall was so slight as to scarcely inconvenience the public," &c. With the view of ascertaining the truth of the latter part of this statement, and to find out the general condition of the various thoroughfares of the City, a TIMES reporter made a personal inspection of the streets and avenues yesterday. Fourth, Fifth, Sixth, Eighth, Madison, Park, and Lexington avenues were found covered with mud and the remains of the recent fall of snow. Avenues A, B, C, D, and First, Second, Third, Ninth, Tenth, and Eleventh avenues were in the same condition, with the addition of ashes, garbage, and the refuse matter of the kitchens. On Fifth and Madison avenues the snow was piled up in many places in immense heaps on either side of the way, making it extremely difficult for carriages to draw up before the doors of the residents of those localities.

In most of the cross-streets from Forty-seventh to Twenty-third street, with the exception of Thirty-fourth street, a single track runs through them, with piles of snow and mud on either side. The west side of Broadway, opposite Central Market, is covered with the refuse matter of the market. In West Forty-fifth street, between Sixth and Seventh avenues, the slush is nearly ten inches deep. On West Forty-second street, from Eighth avenue to the North River, the buildings are almost entirely tenement-houses, the occupants of which have recklessly thrown their ashes and garbage into the street for weeks past. In West Forty-first street, between Ninth and Tenth avenues, a block of tenement-houses is being erected; the materials for building them occupy fully two-thirds of the street; the small space left for the passage of vehicles is covered with slush, and almost impassable. The same street, from Tenth to Eleventh avenue, is devoted to the drainage of a row of slaughter-houses. The carts of the Forty-second and Grand Street Railroad Company were removing yesterday the snow from that part of Thirty-fourth street traversed by their line of cars. Opposite the premises No. 342 East Twenty-fifth street was a pyramid of ashes and garbage three feet in height; a similar but larger pile was supported by two trucks opposite No. 316 East Thirty-second street. Thirty-sixth street, between First and Second avenues, is entirely composed of tenement-houses, the occupants of which have thrown their ashes and garbage into the street for the past few weeks. Charlton and West Houston streets, from Varick street to the North River, are populated chiefly by families who take in washing. These people allow the slops from their washing-tubs to run across the sidewalk to the street, where it forms in puddles, sending forth an offensive odor on a warm day like yesterday. From Charlton street, on the west side, and from Fifteenth street, on the east side, to Canal street, the residents have generally performed their part of the duty of keeping the streets clean by placing proper receptacles for garbage and ashes before their residences. The streets down town are also in a miserable condition. Not only are none of them cleaned, but so far as can be ascertained not the slightest attempt has been made at cleaning them. Broadway from Canal street to the new Post Office might be better likened to a sea of mud than anything else. It is opposite City Hall Park, however, that the Corporation mud-holes reach their climax. One at the north-west corner of the new Post Office is full fifty feet long, six wide, and nearly a foot deep. Through this a string of carts and drays are continually splashing, drenching such of the luckless pedestrians as dare to come in their way, without regard to age or sex. Delicate and daintily attired ladies and children, men of business, rough-coated working men, are each and all bespattered with rigid impartiality. Above this point and just opposite the City Hall a dozen different streamlets meander across the sidewalk from the piled-up heaps of snow to the left of the Hall. Between Duane and several of the streets above the fine sandy "slush" of mingled snow and dirt has invaded the pavement to the extent of several feet. The general expression of the merchants is, "The street-cleaners have not been here for months." When they do come, they usually content themselves with sweeping the crossings. The same may be said of the streets on the west side, especially those in which a single railroad track divides the narrow passageway, with a constant throng of carts and trucks. The snow is carefully shoveled from the rails of the "company" and piled in heaps on that portion of the roadway in most constant use. This produces a series of ups and downs, and renders locomotion about twice as costly and difficult. On the west side, streets parallel to Broadway, West Broadway, Hudson, and Greenwich, where the sun shines brightly on the mud and snow during the greater part of the day, the situation is, if possible, still worse. Hummocks of snow and mud line the sidewalks, and rivulets of dirty water ripple along the railway tracks. On Greenwich street, the farmers who come in from the country, are mulcted twenty-five cents a head by the City for the privilege of hitching their teams amid this chaos of mud and "slush."

On the east side, owing to the configuration of the different streets, which rarely run directly north or south, and in other ways are not so much exposed to the sun, the general condition, though bad enough, is a little better than that of the west. On Elm and Centre, and in the region round about, snow and mud are plentiful, but in a less liquid state. Henry street is lined on both sides with mud, surmounted by ice, and frozen almost to the consistency of "hard pan." A well-to-do resident of this street told a TIMES reporter that he had not seen a street-cleaner at work in six months. Lower down and near the East River, in Water and Cherry streets, the frozen filth and garbage thaws out for a short time in the afternoon, gives the miserable inhabitants a whiff of what is in store for them next Summer, and then freezes up again for the night. At the Five Points, and in the neighboring streets, a carpet of frozen mud and ice, varying in thickness from six inches to two feet, covers everything. Further down town, in the region of wholesale and financial trade, the streets are hardly any better. The familiar garbage is absent, but its place is more than filled by the added mud and dirt which a frequent traffic produces. This is gradually beaten down and shoved off to the sides by the crowd of passing vehicles, until the centre of the street is comparatively clear. As in the districts higher up, almost all work done is by private individuals, at their own expense. On Wall and some of the neighboring thoroughfares the Street Cleaning Bureau make a pretense of coming around in the night-time for the purpose of carting away the dirt. As the residents find just as much mud as ever when they return in the morning, they have learned to put little confidence in this pleasing fiction, and depend entirely on their own exertions.

Chatham square presents a reasonably clean appearance, but this it appears is due wholly to the rain, and not to Capt. Thorne. Chatham street, at its upper terminus, where it debouches into Chatham square, is in a very neglected condition. Vast quantities of mingled snow and dirt, refined by constant travel almost to the density of sand, are packed on either side of the rails, and forced to do duty as a roadway to the stream of trucks and carts constantly passing and repassing. The street is consequently lumbered up, and daily threatened with blockade. All this might be removed by a very small fraction of the $3,000 per day which the City pays for its supposed "street-cleaning." The same may be said of Church street, and other streets parallel to Broadway on the west side.

Notwithstanding the filthy condition of our thoroughfares, the pay-roll of the Street-cleaning Bureau presents a goodly array of snug positions—district inspectors, foremen, and dumping inspectors—at salaries ranging from $2,000 to $1,000. Its perusal will show that for the month of December, the large staff were in receipt of their salaries, for doing nothing, and that only eighty-nine laborers were employed for the month. But there are 341 carts to carry away refuse, which was never removed, apparently engineered by only seventy-two drivers. In the stables are employed five men, who are superintended by a foreman and assistant foreman. There are three scow men and eight scow trimmers to navigate the magnificent fleet of dirt-boats to the dumping-ground—that is, the middle of the river. The payroll for the past month foots up to $74,952 17, sufficient one would think to put the streets in decent trim, but there is this fact that the money has been spent, and the question to be answered, is, What amount of work was done for it? Of the whole $74,952 17, the amount expended for labor was only $1,554 67, the charge for "laborers" being $133 50. The list which follows is interesting and suggestive:

PAY-ROLL OF THE STREET-CLEANING BUREAU.

District Inspector James Lee, No. 1 State st.	$2,000
District Inspector John Dugan, 265 W. 33d st.	2,000
District Inspector David Bartley, 175 E. 83d st.	2,000
District Inspector Gershon Cohen, 81 Barrow st.	2,000
Superintendent Boats, Daniel M. Hyatt, 445 Hudson st.	2,000
Deputy Superintendent Boats, Wm. S. O'Brien, 441 West 28th st.	1,200
Superintendent Stables, Jacob Creveling, 40th st. and 6th av.	1,200
Deputy Superintendent Stables, Denis Ryer, 520 West 24th st.	1,000
Superintendent Machines, John Miller, 125 West 25th st.	1,500
Chief Clerk, John B. Greene, 139 W. 41st st.	3,000
Pay-roll Clerk, Wm. A. M. Corkie, 742 3d av.	2,000
Map Clerk, John Z. O'Brien, Ashland House	1,800
Assistant Map Clerk, Edward Dubois, 305 East 23d st.	1,500
Assistant Map Clerk, John P. Hayden, 214 West 126th st.	1,500
Foreman John [illegible], No. 48 Broad st.	1,200
Foreman James Gardner, No. 195 Hudson st.	1,200
Foreman John Hurley, No. 226 Greenwich st.	1,200
Foreman Joseph P. Melville, No. 170 Mott st.	1,200
Foreman [illegible]	1,200
Foreman Francis Nealis, No. 29 Mott st.	1,200
Foreman Daniel E. Dowling, 163 East Broadway	1,200
Foreman Edward Halloe, No. 16 Dominick st.	1,200
Foreman Thomas Moore, No. 164 Christopher st.	1,200
Foreman Edward Mulry, No. 3 Ludlow st.	1,200
Foreman Geo. W. Delaney, No. 129 Avenue C.	1,200
Foreman Edward A. Moore, 117th st. and Av. A.	1,200
Foreman James Lumsden, No. 398 Grand st.	1,200
Foreman Frank M. Magee, No. 167 Mott st.	1,200
Foreman Henry Kunbel, No. 58 South 5th av.	1,200
Foreman Chas. H. Delamater, 433 West 19th st.	1,200
Foreman Owen Healey, No. 246 East 10th st.	1,200
Foreman Michael Martin, No. 455 3d av.	1,200
Foreman Henry B. Stephens, 225 East 62d st.	1,200
Foreman Christian H. Hartnecke, No. 421 West 35th st.	1,200
Foreman Thomas Fitzsimons, No. 220 West 36th st.	1,200
Foreman Ralph P. Barker, No. 462 8th av.	1,200
Foreman David J. Daly, No. 507 1st av.	1,200
Dumping Inspector David L. Robins, No. 279 Greenwich st.	1,000
Dumping Inspector Samuel M. Taylor, No. 326 West 15th st.	1,000
Dumping Inspector Archibald W. Young, No. 357 West 44th st.	1,000
Dumping Inspector Jeremiah Leaman, No. 44 Forsyth st.	1,000
Dumping Inspector Michael Brady, 445 7th av.	1,000
Dumping Inspector John Rice, No. 235 7th av.	1,000
Dumping Inspector James Irving, Jr., No. 302 East 21st st.	1,000
Dumping Inspector Michael O'Neill, No. 198 Avenue A.	1,000
Dumping Inspector John O'Connor, No. 307 East 26th st.	1,000
Dumping Inspector George W. Farnum, No. 324 East 36th st.	1,000
Dumping Inspector Patrick Salmon, No. 424 West 34th st.	1,000
Dumping Inspector James Martin, No. 418 West 31st st.	1,000
Dumping Inspector George Dinkelmeyer, No. 1,435 2d av.	1,000
Dumping Inspector William Hay, 90th st. and 3d av.	1,000

Steam-tug U. S. Grant.

Captain, William H. Rightmeyer, No. 88 Cannon street	$1,200
Engineer, John Malcher, No. 308 Delancey st.	900
Fireman, George Harrington, boat	480
Deck-hand, Maurice Roche, No. 127 Liberty st.	480
Steward, B. Van Steenberg, boat	480

Steam-tug William Parks.

Captain, Joseph Kentard, No. 388 3d st.	$1,200
Engineer, Peter Houghtaling, No. 88 Cannon st.	900
Fireman, Alonzo Ingram, boat	480
Steward, Thomas Christie, boat	480
Deck-hand, C. B. Andrews, boat	480
Total	$73,380

Report of Number of Laborers, Cart-drivers, Hired Carts, &c.

	Per Diem.	Number of Men.	Total.
Police Dept. Cart-drivers	$1 75	72	$126 00
Hired carts	3 50	341	1,193 50
Gang men	1 75	8	14 00
Laborers	1 50	89	133 50
Scow trimmers	2 50	8	20 00
Watchmen	2 00	15	30 00
Stablemen	2 00	5	10 00
Assistant foreman stables	2 50	1	2 50
Wheelwright	2 33⅓	1	2 33
Blacksmith	3 33⅓	1	2 34
Blacksmith	2 00	1	2 00
Horse-shoers	3 50	2	7 00
Harness-maker	2 50	1	2 50
Carpenter	3 00	1	3 00
Carpenter	2 50	1	2 50
Assistant Inspectors, &c.	2 00	6	12 00
Scowmen	3 00	3	9 00
Total			$74,952 17

A SUCCESSOR FOR GENET.

W. H. SULLIVAN ELECTED TO THE ASSEMBLY TO REPRESENT THE TWENTY-FIRST DISTRICT.

The election in the Twenty-first Assembly District took place yesterday. It passed off very quietly, and with a result not generally looked for. The friends of Crary, the Tammany candidate, regarded his election as certain. Early in the day it became known that the contest lay between Crary and Sullivan, the latter being known as the Independent candidate, and that the chances were in favor of Sullivan. During the afternoon it was generally believed throughout the district that Sullivan would win the race. A rumor was spread during the day that Crary could not be legally elected, because his ticket did not specify that the election was to supply the place of Genet, who had fled from the City. Genet, by the way, polled one vote, and that in the Thirty-first Election District, where the returns stood Sullivan 76, Allen 99, Crary 340 and Genet 1. In the Sixth Election District Thomas Langhan, one of Crary's watchers, objected to the count, claiming for Crary five more votes than had been allowed. Considerable commotion ensued, and the Police cleared the room. In the Seventh Election District thirty-three out of the thirty-four votes cast for Crary were also protested against by Edward C. Sheehy, on the ground that Crary's ticket was headed simply "For Member of Assembly for the Twenty-first Assembly District," while according to law it should have been specified "in the place, and instead, of Henry W. Genet." In the Thirtieth Election District 121 votes were cast for Crary, but three of them were declared irregular on account of the misprinting of the tickets, and were ruled out. The following is the vote cast:

Election Districts.	Crary, Tam.Dem.	Sullivan, Ap.Hall.Dem.	Allen, Rep.	Genet's vote, 1873.
1	45	68	28	69
2	23	16	20	15
3	30	40	8	50
4	65	66	18	88
5	111	108	37	146
6	79	84	34	108
7	34	74	52	78
8	82	95	31	144
9	56	71	40	97
10	70	54	58	92
11	92	68	91	107
12	74	141	102	184
13	102	67	26	125
14	73	120	12	157
15	47	57	42	96
16	127	73	26	113
17	37	42	5	73
18	98	34	33	87
19	73	39	21	98
20	90	78	49	187
21	29	33	20	44
22	58	52	51	100
23	30	38	45	47
24	58	72	27	88
25	48	58	68	71
26	87	63	80	118
27	80	84	50	106
28	64	58	93	103
29	17	34	22	40
30	121	99	112	166
31*	34	76	99	98
32	14	60	53	72
33	40	77	51	85
34	42	180	119	210
35	49	65	42	101
36	28	108	69	122
37	28	97	19	104
Total	2,235	2,649	1,753	3,779

*In this district Genet received one vote.

PLYMOUTH CHURCH.

ACTION OF COMMITTEE OF CHURCH OF THE PILGRIMS INDORSED BY THE CONGREGATION.

A meeting was held last evening in the Clinton Avenue Congregational Church, Brooklyn, the Pastor, Rev. William Ives Budington, presiding, Flammer B. Candler acting as clerk. The meeting was held with closed doors, and several members of the press, who put in an appearance at an early hour, were sedulously excluded. There were upward of 350 members in attendance. The clerk, Mr. Candler, read the call of ten of the brethren for the meeting. The Clinton Avenue Congregational Church, it was learned, in connection with the Church of the Pilgrims, disapprove of the action of the Plymouth Church, in dropping from its membership a member against whom charges were pending, without investigation. A special committee protested, on their own account, against such action on the part of the Plymouth Church, and subsequently twenty-two members of the church disapproved of the action of the committee because they were not appointed by the church. A large amount of private correspondence ensued on the matter, and the meeting last night was held to decide what final action should be taken. The meeting assembled at 8, and did not conclude until within a few minutes of 12 o'clock, when the reporters ascertained that the following resolutions were adopted, after a lengthened series of stormy discussions, as one member who was present passingly remarked:

Resolved, That we sustain the action of a committee appointed at the meeting of this Church held according to its usages on Friday evening, Nov. 7, to confer with the Pastor and Committee of Plymouth Church in regard to alleged irregularities in their church discipline.

Resolved, That the action of the church and of the Pastor and committee in connection with the Church of the Pilgrims in the correspondence with Plymouth Church is approved and indorsed.

The following resolution was pending when the meeting adjourned:

Resolved, That it is the deliberate judgment of this church that the action of Plymouth Church, on Oct. 31, 1873, dishonors the teaching of the Bible; is in violation of congregational polity, and constitutes a case of so gross and serious a nature as to make it the duty of sister churches to seek advice of a counsel as to their duties in the premises.

A MUCH NEEDED REFORM.

For some time past Justice Kilbreth, at Jefferson Market Police Court, has been keeping a sharp lookout after a couple of shyster lawyers who hang around his court fleecing the unwary. The Judge has at last got a grip on one of these gentry, and will soon make that part of the City too hot for him. These fellows are not regularly admitted lawyers, but only have elaborate cards printed to that effect. They procure straw bail, and in fact engage in every kind of mean and nefarious business. They also pretend to parties looking for summonses or going bail for friends, that they have "special influence" with the Judge, and by bustling in front of the bench often extract a $5 bill from their victims. Justice Kilbreth announced to a crowded court yesterday that all such persons were frauds, and requested any victims to make known their cases to him. There is trepidation in the hearts of the shysters to-day.

JUBAL EARLY'S LATEST.

Gen. Jubal A. Early is credited with saying that the Virginia representation in Congress has never been of any use to the State, and that he is in favor of abolishing it, and for the United States Government to pay over to Virginia the salaries of the eleven Senators and members, being about [illegible].

ANTI-FASHION.

THE CONVENTION AT VINELAND, N. J.

From Our Own Correspondent.

VINELAND, N. J., Tuesday, Jan. 20, 1873.

The female reformers intended to launch a thunderbolt against A. T. Stewart, Mme. Demarest, Lord & Taylor, and other tempters of female vanity by their Anti-Fashion Convention. But, unfortunately for their cause, there was but one place where it was possible to have an audience without attracting the attention of the naughty street boys and the disagreeable protection of the policemen. That place is Vineland. From causes unnecessary to mention, this town has become, according to themselves, the centre of free thought and free life in New-Jersey, or in the plainer language of ordinary mortals, a centre around which has congregated people who believe in Spiritualism, or have rooted objections to marriage, or who believe in polyandry, or polygamy, or other heterodox notions. Readers of THE TIMES during the war may remember the enormous advertisements which entreated people to settle in Vineland. The tract of land on which the town has been laid out was purchased by Mr. Charles K. Landis, son of a leading lawyer, in 1857, but it was only during the first year of the war that any actual attempt at settlement was made. Mr. Landis had one great idea, and that was trees. In every deed of sale he made it a stipulation that the purchasher should agree not only to build a house upon his lot, but also to stock it with fruit-trees, and to surround it with shade-trees. The inexorable tenacity with which he has insisted upon the carrying out of these conditions has resulted in making Vineland a very pleasing place. The population at the present time amounts to at least 12,000. The people tolerate the anti-fashion reformers and the Spiritualists, because they are tolerated themselves. But as for joining in any demonstrations of the sort, which the former desire to inaugurate, they would as soon think of submitting to the odious yoke of matrimony, that chain which breaks young hearts, according to the French romancers. There are no municipal regulations either which could frown down with authority the costume which the anti-fashionists have adopted. For Vineland is still a village, cared for by a governing committee, and what is very improperly called liberalism is fully represented in that body. For these reasons those ladies who, like Susan P. Fowler, Olivia F. Shepard, and others, wear tunics and pants, have been able to do so in complete security from insult or even observation. Vineland, moreover, is so completely out of the way that no persons who are going anywhere else are likely ever to stop there. It is in Cumberland County, N. J., and is, indeed, on the road to Cape May. But the fashionables who go there have always a special train from Camden, which does not stop at any intervening station, and hence the little peculiarities of Vineland have escaped observation.

But all these things which tended to make this town the place of all others for the purpose had also this disadvantage—that it was very difficult to get at. Hence the convention ran the risk of being attended only by Vinelanders. From what I have been able to glean so far, this is exactly the fate which has befallen them. It is true that there are a few from abroad, but the majority, in fact all save some five or six, are Vinelanders. The advertisement of the convention was signed by Mary E. Tillotson, Susan P. Fowler, Olivia F. Shepard, Lucinda S. Wilcox, M. D., Ellen Dickinson, and A. W. M. Bartlett, M. D. But it very soon appeared that though all these ladies were unanimous in desiring some reform, there was nothing like union of ideas as to what that reform should be. There were at the hall where the convention was held only some fifty people, half of whom were men. On the platform was a gentleman from Boston with a very incipient mustache and a round, jolly face. He evidently was the Secretary. Beside him were two ladies in that peculiar dress which Mrs. Dr. Walker has made notorious. One was a lecturer, Mrs. Olivia F. Shepard, the other a lady, Mrs. Wilcox. The former called the convention to order, and made a little speech about dress and women's rights, &c., and then desired the Secretary, the fat boy from Boston, to read the cheering messages which they had received from the sisterhood of radical reformers. At this point Mrs. Ellen Dickinson, who was clothed in the usual feminine fashion, rose up, and started a point of order, which was that there was no presiding Chairman, and that none of the usual forms of parliamentary usage in the construction of conventions had been complied with. The Chairwoman *de facto*, the fair Olivia Shepard, replied that the persons who had paid for the hall had arranged all that beforehand to save time and trouble. But this did not suit some of the long-haired sympathizing gentlemen present, for one of them rose and made a long speech deprecating such an invasion of popular rights. He wound up by putting a motion to the assembly that they do forthwith proceed to nominate a Chairman. The fair Olivia was obdurate. She and her friends had paid for the hall, and were not going to change their programme for anybody. Some one suggested that those who objected to the arrangements could hold a convention of their own, which was immediately caught at. The lady on the platform who was going to speak whenever the eloquent Chairwoman gave her the opportunity, now went over disgracefully to the enemy, and poor Olivia and her Secretary were left alone on the platform. About half the people then departed, with the firm intention of holding a convention of their own at another hall, carrying off in triumph one out of the two ladies in pants who were present. But a reinforcement came in the person of Mrs. Mary E. Tillotson, a lady whose costume was more gorgeous than impressive. She wore a tunic and pants of crimson velvet, with a gold watch-chain slung artistically across the front. Her head-dress was a blonde wig of a thousand little curls, looking like spun glass, and this was surmounted by a page's cap of the fourteenth century, in which an ostrich feather was fastened by an aigrette of amethysts. She wore at the other extremity substantial shoes, with remarkably thick soles, and of considerable length which creaked with all the solemnity that we are accustomed to look for in the boots of bank Presidents. This imposing person had a small, insignificant face, of the pointed order, the nose and chin being highly developed, but her small, bright blue eyes peered out from under her head-gear with considerable shrewdness. She mounted the platform to give countenance to the fair Olivia, and after a whispered consultation the reading of the cheering messages was continued. This, however, did not last long, and then there was another whispered consultation, after which the Chairwoman announced with reluctance the appalling fact that the speaker had gone off with the dissenters, and as it wanted half an hour to the earliest time when they could possibly adjourn, she would be much obliged if some one would say something. As nobody responded, she singled out an unfortunate German who had come in to stare at the folks making fools of themselves, and asked him, as he was a shoe-maker, to favor the audience with some remarks on boots. At first the Dutchman did not comprehend what was wanted of him, but when he did, he rose up and actually did give extempore some very sensible comments on the kind of foot-gear required by working men in Winter time, making some strictures upon the absurdity of boots. He seemed to favor something like the French sabot. The Chairwoman and the lady in velvet smiled as they saw the audience interested, and hoped evidently that he would go on talking until 12 o'clock at least. But the wretch, when he had said what he had to say, stopped speaking, very much at variance with the usual practice of our orators, who continue for hours after they have exhausted their subject. Thirteen dreadful minutes still remained, and, as there was no relief, the semblance of a meeting was abandoned, and conversation became general. Then, at 12 o'clock, the meeting was adjourned until 2 o'clock. At that hour, when the doors were opened, the seceders came along with the rest. The interval had been passed in kissing and making friends generally, and with a liberal allowance of ifs—as "if you meant so and so, why I should have said so and so"—peace was made and the two parties became one. Mrs. Olivia F. Shepard rose to say that she had ceased to be Chairwoman, and the management had passed into other hands. The platform was then deserted. It seems that the lady in question had blessed many husbands without waiting for the deliberations of Divorce Courts. Mrs. Dr. Wilcox was nominated temporary Chairwoman after a little squabbling, in which the tails of all the old cats became distinctly visible under their skirts. There were many more people present in the afternoon, but only the same three wore the peculiar coats and pants. Immediately after Mrs. Wilcox had been nominated Chairwoman, Mrs. Duffy was nominated Secretary. Then without a moment's pause the same lady, Mrs. Duffy, was nominated permanent Chairwoman. And now began a laughable scene in the effort to secure a Secretary. Everybody refused in turn, and one would have thought from the positive refusals that the ladies were rather doubtful of their orthography. At last Mrs. Shepard accepted it in an indefinite sort of manner, and this was a triumph for the free-love element. Then Mrs. Wilcox and Mrs. Tillotson were appointed Vice Presidents, and the three ladies, in costume, were united on the platform. The permanent Chairwoman, Mrs. Duffy, was very plainly and sensibly dressed, as would become a farmer's wife, and the contrast between the two fashions was by no means favorable to the new idea. The audience by this time numbered nearly two hundred people, and among them were many who were so very smartly attired that their object in being present was not easy to divine. It is probable that Vineland, like other country places, is somewhat dull in the Winter, and any excitement, even such a mild one as this, is eagerly welcomed. It would be absurd to believe that any of the people present among the ranks of the young and good-looking were converts to the cause.

The reading of the cheering messages from abroad was the business in order after the organization had been completed, the most remarkable being one from Sister Sadie Bailey, of Waukegan, Ill. This was filled with such phrases as "Go on in your heart-stirring mission, oh beloved agitators," and "to rescue woman from the thraldom of the tyrant, fashion." There was also a communication from Dr. Trent, of New-York, which was intensely eloquent in phraseology, but not particularly practical. His main idea seemed to be that the modern dress, which attempted to hide the female figure, sprang from sensuality and not from purity. Probably the doctor does not go to evening parties, or he would have remarked that fashionable dress was not specially calculated to hide the sex of the lovely wearers. He complimented Vineland as having been the place whence the new dress had emanated, and wound up by a sky-rocket blaze of universal eloquence, which referred to everything in general and nothing in particular. There were other letters read, some of them sensibly directed against tight lacing and draggling skirts. Then Dr. R. Garter was requested to speak, and did speak; but the most extraordinary feature of all the performances, his included, was that nobody noticed the fact that the evils complained of were only abuses of the present dress, and not inherent. No Committee on Resolutions was appointed, and consequently no active measures can or will be taken, and the whole matter will resolve itself into a pow-wow and a display. Mrs. Shepard tried to remedy this by presenting a resolution, with, however, the distinct proviso that it should not be voted upon. Her resolution was as follows: "*Resolved*, That when the mother puts her girl into petticoats and her boy into trousers, she seals the girl's doom as a slave, and gives the boy a title-deed of ownership which he records and presents against her whenever, in after life, she asks for equal rights with him." This was talked over and turned over in every way, but nothing practical was arrived at. We shall see what will happen to-morrow.

LARGE FIRES IN CHICAGO.

DESTRUCTION OF THE UNION CENTRAL RAILWAY STATION, AND A NEW BLOCK OF STORES.

CHICAGO, Ill., Jan. 20.—Between 3 and 4 o'clock this morning a fire broke out in the Union Central Depot building, occupied by the Michigan Central, Illinois Central, and Chicago, Burlington and Quincy Railroads, at the foot of Lake street, and in a short time made such progress as to defy the Fire Department. The building was entirely consumed. The baggage in the Chicago, Burlington and Quincy baggage-room was nearly all lost, only a few pieces being saved and taken to the freight depot across the street. The baggage in the other room at the south end of the depot, was saved, the fire being put out before it reached that far. Some of the baggage, however, had been already removed to places of safety. Nothing was saved from any of the offices connected with the depot. The tracks were crowded with cars, and most of them were saved, but the men were unable to remove a number of fine passenger cars. The Michigan Central Railroad Company lose three passenger coaches and two Pullman sleeping cars. The Chicago, Burlington and Quincy Railroad Company lose three coaches, including one Pullman sleeping car. The Illinois Central Company lose four coaches, partially burned. The Cincinnati Air Line lose one coach. The losses are estimated at between $300,000 and $400,000. The amount of insurance is unknown. The depot was a frame building put up after the great fire for temporary purposes.

While this fire was in progress and claimed the attention of the Fire Department, the bell sounded again and the announcement was made that a large stone-front block on State street, between Van Buren and Harrison streets, was also on fire. It was fully twenty minutes before an engine reached the ground, and the flames made such progress that five buildings, from No. 294 to No. 302, inclusive, were consumed. The fire was first seen in Armstrong's paint and oil store, Nos. 296 and 298 State street, and from here the flames spread on either side to the adjoining buildings. The sufferers are: Colby & Wirts, furniture; Merwin Church, hardware; W. Ware, Wire Mattress Company; W. T. Stickney, ladies' underwear; M. W. & T. Lester, harness. The loss is estimated at about $200,000. Armstrong loses on stock $14,000; on the building about $6,000; Merwin Church, Nos. 300 and 302, about the same amount; Colby & Wirts, about $18,000. These buildings were new, having been erected since the great fire.

THE LOSSES.

CHICAGO, Jan. 20.—The total loss by the burning of the Union Depot, this morning, was about $62,500, not including about 300 pieces of baggage in the baggage-room of the Illinois Central Railroad Company, and which is appraised at about $10,000. In addition to this baggage the Illinois Central estimates its losses at $20,000. The Chicago, Burlington and Quincy Road estimates its losses at $20,000. The Pullman Palace Car Company estimate their loss at $3,500, and the Michigan Central Road estimates its loss at $12,000. The movement of trains on this road are not interfered with by the fire, all passenger trains leaving to-day and to-night as usual, from the site of the burned depot.

W. E. Tunis, of Detroit, who owned a stationary stand where the fire originated, loses $2,000.

The losses by fire on State street foot up $129,400, distributed as follows: E. G. Mason on building Nos. 296 to 298 State street, $20,000, insured for $7,500 in Commercial Union, and $5,000 in Royal. Armstrong & Co., dealers in paints and oils, occupants of above stores, lose $18,000; insured in the Atlantic and Pacific for $2,500; Lycoming, $2,500; Pennsylvania, $2,500; Fairfield Company, $3,300; American, of Pennsylvania, $2,500; Pennsylvania, $2,500. The third floor was occupied by Yeoman & Co., manufacturers of spring beds, who lose about $6,000; insured in the Atlantic and Pacific for $1,250, and in the Allemania, of Ohio, for $1,250. Nos. 300 and 302 State street, loss on building about $25,000; insured in the Commercial Union for $7,500, in the Royal $5,000. The store occupied by Church's housekeeping emporium, loss $20,000 to $25,000; insured in the Home, of Ohio, for $1,000; Aetna, $5,000; Girard, $2,000; German American, $2,000; Mutual of New-Orleans, $2,000; National of Hartford, $1,000, and Atlas of New-Orleans, $1,000. No. 304 State street was damaged to the extent of $2,000; fully covered by insurance. M. & W. & E. F. Lester occupied the building as a stove store, and lose about $6,000; fully insured. Nos. 292 and 294 were damaged to the extent of $4,000. fully insured in the following companies: The Commercial, Union, Ætna, London, Liverpool, and Globe, and the Traders', of Chicago. Messrs. Colby & Wirts, furniture dealers, and the occupants, estimate their loss at $12,000, which is fully insured in the Home Insurance Company, of Ohio; the People's, of Trenton, N. J.; the Neptune and National Companies, of Pennsylvania; the Armenia Fire Association, the American Company, of Pennsylvania, and the Pennsylvania Company.

TERRIBLE EXPLOSION.

IGNITION OF A GAS-HOLDER—NINE OR TEN MEN AND WOMEN KILLED OR BURNED TO DEATH.

RUTLAND, Vt., Jan. 20.—The citizens of Bennington were startled, about 2:30 o'clock this afternoon, by a terrific explosion, which was heard twenty miles distant. It proved to be an explosion of the gas-works on the premises of H. E. Bradford & Co.'s knitting mills. The gas, it seems, had leaked from the pipes until the air was so charged that it took fire from the boiler, communicating with the gas-holder. The mill is a one-story brick building. The explosion lifted the roof and bursted out the walls of the building, so that the roof fell back, crushing many of the employes. The fire spread instantaneously all over the building, and it was half consumed before the flames could be got under control by the Fire Department. It was a fearful scene. Many of the women, screaming terribly, were inside the building, and it was not in the power of any one to help them. Besides the nine or ten known positively to have been killed, a good many were badly injured. Among the latter are Horatio Fields, Wm. Morse, Ada Morse, Harriet Morse, Ella Bessel, and Herbert Moon, and many others, not, however, so seriously. The injured were attended by Drs. Morgan, Bennet, and Goodall, and everything was done to alleviate their sufferings. The remains of some of the unfortunate victims were reduced to charred bones, and nothing was left to indicate who they were except the position in which they were found. This is one of the most appalling disasters that have happened in this section for years. Business in Bennington is almost entirely suspended, and the calamity has cast a shadow over all.

THE MINERS' STRIKE.

CONDITION OF AFFAIRS AT WILKESBARRE.

ALLEGED DETERMINATION OF THE MINERS TO STAND OUT—AGITATION INCREASING—THE MINERS' UNION.

Special Dispatch to the New-York Times.

WILKESBARRE, Penn., Jan. 20.—New developments are occurring daily regarding the coal miners' rupture with the operators. In a long interview with John Siney, C. Ben Johnson, editor of the *Workingman*, the organ of the Miners' Union, and a number of kindred spirits to-day, it was learned that they are about to make a thorough tour of the Wilkesbarre, Lehigh, and Scranton regions, in the interest of the National Miners' Association. The object of the mission is to obtain all the facts possible concerning the colliers and their grievances. It is also intended to arouse the dormant energies of the demoralized Union. Siney emphatically states that the strike in Schuylkill County will continue for six months at least, as the men will not accede to the proposition of Franklin B. Gowen and other operators. Already the miners complain of oppression on the part of the operators who own stores. It is stated that at Yatesville not a pound of anything will be sold, and no coal can be had to prevent them from starvation and freezing. It is feared that much destitution will soon ensue, and in the face of this the men say they will hold out until the middle of the Summer if necessary. Agitation through the county increases, and the membership of the National Association is increased daily. This afternoon a convention representing the Wilkesbarre, Plymouth, Sugarnotch, Ashley, and Newport districts was held here, to organize an executive board of the association for Luzerne County. James O'Halloran was elected representative to the Grand Council of the Union. It has been stated here to-day that the feeling is growing among the working men that Charles Parrish, President of the Coal Operators' Association, will not insist on a reduction of ten per cent., but has made the statement to intimidate them from expecting the ten per cent. advance. But notwithstanding this, it is understood the men will maintain the attitude they have taken. By error in telegraphing last night, the figures applying to the strikers in Chamokin and Carbondale were raised to 41,000, when they should have read 4,000.

STRIKE OF THE IRON MINERS AT TOPTON.

Special Dispatch to the New-York Times.

WILKESBARRE, Penn., Jan. 20.—Intelligence has just reached here that the iron miners at Topton, Lehigh County, have struck against the proposition to reduce wages. It is estimated that 3,000 men are thus unemployed. The pay of miners last Summer was $1 60 per day. This was decreased to $1 10 in the Fall. The men now demand $1 25. It is reported that at a number of workings the miners have not been paid for a long period. This has created considerable dissatisfaction, and has much to do with bringing about the strike. The strikers have made murderous threats against those who refuse to join them. Much excitement and apprehension prevail.

LARGE MASS-MEETING OF MINERS AT PLYMOUTH.

Special Dispatch to the New-York Times.

WILKESBARRE, Penn., Jan. 20.—A great mass-meeting of miners was held at Plymouth to-night, to prepare for the coming labor crisis. Speeches were made by John Seney and others. It is apparent from what has been said that leaders do not favor a strike unless they are forced into it. A high compliment was paid to THE TIMES and other prominent independent journals for their just condemnation of the coal combination, which is entailing suffering upon miners and coal consumers.

Dispatch to the Associated Press.

WILKESBARRE, Penn., Jan. 20.—The work of organization among the miners goes steadily and peaceably on.

The report of the committee which had waited upon Mr. Parish, and which was rendered at last Saturday's meeting here, was considered, and the reply they received was not very favorably commented upon. A resolution to send no more committees to Mr. Parish, but to let him or the Company send to the men whenever they had anything to communicate or propose, was unanimously passed.

To-morrow a mass meeting will be held here, and will be addressed by men prominent in the labor movement. It will be the largest gathering yet held.

The miners conduct their meetings in a deliberate manner, caution each other to be prudent, and the different nationalities find no difficulty in working together.

WHAT THE AGENTS IN THIS CITY SAY.

The special dispatches from Wilkesbarre which appeared in THE TIMES of yesterday caused considerable excitement in commercial circles, more especially that section immediately affected by the threatened suspension of the labor market. The President of the Delaware and Hudson Canal Company, Mr. Dickson, seemed to scout the idea of a strike among the miners of his corporation. The only trouble that could possibly arise was from the ejecting of some 1,000 workmen who occupied houses built on the company's land. The company, he said, offered to leave this ground to them for what the houses and lots were valued for. Those who refused to surrender their holdings to the company were refused work, but many of them have retured to their usual places. Mr. Dickson made light of the trouble, and said that the story about burning the company's works originated in the fact of an old "head house" having been fired by some of the most lawless of the hands. In short, he believed the reports were greatly exaggerated. The price of coal, he thought, would not be affected. Even if the troubles should become serious, the present stock of the various companies aggregate 1,000,000 tons. Owing, he said, to the mildness of the season, the Winter consumption has not been more than half the usual quantity, and an accumulation of stock is the result. Mr. Hoyt, Treasurer of the Pennsylvania Coal Company, thought no serious strike would take place. If, however, the miners did strike now, they would not have the slightest chance of success, and would be merely aiding the companies, who wish to limit the production before the middle of the ensuing Summer. The price of coal, he thought, would not be increased by the action of the men. His company is now selling coal at retail for thirty cents per ton less than at any time between April and December of last year.

THE FAMINE IN INDIA.

WHAT MERCHANTS RESIDENT IN THIS CITY SAY ABOUT IT.

Some of the Greek merchants doing business in this City are in receipt of private advices from England which state that the impending famine in Bengal is creating the gravest apprehension abroad, and it is thought that the preparations which have so far been made by the Indian Government to avert it are gravely inadequate to the occasion. Bengal has a population variously estimated from 45,000,000 to 50,000,000 souls, and owing to a very unfavorable season last year the rice crop in that country was almost an entire failure, and as rice is the chief article of food used by the citizens of the Indian provinces, the scarcity of it must necessarily produce a famine, which it is even feared will be a repetition in many respects of the Orissa famine of 1865 and 1866, when 700,000 or 800,000 inhabitants of that province perished for want of food. It has even been admitted by some that a substantial similarity exists between the present situation of Behar and that of Orissa, both as regards the area of population threatened and the probable extent of the scarcity of provisions. It is also asserted that the preparations for relief so far made are insufficient for more than a mere fraction of the population, but it is thought with the assistance of the Government of Great Britain the more serious consequences may be averted.

Mr. C. Menilas, a merchant whose office is in the Cotton Exchange building, said that the famine in Bengal would have the effect of producing a great stringency in the money market of England, but he did not see how it would benefit trade in the United States. In the first place, no shipments of breadstuffs from England to India would be made. All that the Indian Government required of England was money to buy rice, and this article could be purchased from Rangoon and other large rice ports, which were in close communication with Calcutta and Bombay. In the upper section of the Bengal country some portion of the population used a little wheat and other grain for breadstuffs, but in the lower section, and, in fact, in the larger portion of the province, the inhabitants lived upon rice. The famine, he thought, would also prevent some exportations to India, owing to the scarcity of money in that country, and the English and American Governments would alike suffer in one sense, because the products of India would be so much less than usual. America alone receives annually from India about 1,000,000 bags of linseed, and when the supply is short Americans will be necessarily compelled to pay more for this article. The idea that England would be called upon to supply grain and pork, &c., for India, Mr. Menilas looked upon as absurd. The citizens of India had no use for beef or pork, and grain could be obtained from nearer ports.

Mr. Z. P. Negrepoute, a merchant doing business on Beaver street, below William, informed the reporter that his firm had, a day or two since, received a dispatch announcing that the money market in Bombay and Calcutta was very stringent, owing to the failure of the rice crop last year and the general scarcity of provisions. Mr. Negrepoute thought it quite probable that the famine in India would have a tendency to cause a stringency in the London money market, and would affect the market here in a certain degree as well. He also ridiculed the idea of England's being called upon to export large quantities of food to support the famishing population in India.

D. N. Botassi, Consul General of Greece to New-York, and other gentlemen interested in India trade, in conversation with the reporter, said that, from the latest advices received, he was unable to estimate the real extent of the threatened famine in Bengal, but did not apprehend it would be anything like so serious as the Orissa famine of 1865–6.

ARRIVAL OF THE STEAM-SHIP ANDES.

Yesterday afternoon the steam-ship Andes arrived at the Pennsylvania Railroad wharf, Jersey City, from Cardiff, England, after a passage of seventeen days. The Andes was chartered by the South Wales Atlantic Steam-ship Company from the Glasgow and South American Steam-ship Company, to take the place of the steam-ship Pembroke, which, along with the Glamorgan, are now undergoing the annual survey, in accordance with the requirements of the British Shipping laws. The Delta, which also belongs to the Glasgow and South American Line, will take the place of the Glamorgan. The Andes was built three years ago at Kircaldy, Scotland, by Messrs. Key & Co. She is 275 feet in length, 32 feet beam, depth of hold 26 feet, iron built, bark rigged. She has three iron decks diagonally strapped. The spar-deck is seven feet in height. The engines are compound service condensing, of 200 nominal horse power, working up to 900, capable of propelling the vessel ten knots an hour; 1,504 tons burden, and classed at Lloyd's 100 A 1, 20 years. The vessel is furnished with five life-boats and surface condensers, and, in fact, with all the latest mechanical improvements. There are two boilers, with six furnaces. The screw has four blades, 19 feet in diameter, with a pitch of about 20 feet. There are also six other engines, including starting and stopping engines. There is also a steering apparatus, and, with the stopping and starting engines all are under the control of the Captain on the bridge. The vessel accommodates 40 saloon and 300 steerage passengers. The saloon is fitted up in polished oak, and furnished with large mirrors at each end. The following are the officers in charge: Henry Charles Williams, Captain; Wm. Robeson, chief officer; George Scojee, second officer; Thomas Weiss, third officer; John Bruce, chief engineer, and a crew of forty men.

ALWAYS UPWARD AND ONWARD.

The career of that substantial and progressive underwriting corporation, the Hanover Fire Insurance Company, of New-York, challenges the admiration of the business community. Each year's experience adds to the scope of its usefulness, as well as materially increases its assets. Indeed, we know of no company where the advance has been so regularly continuous and marked—the figures which make a total of $172,169 at the close of the first year's business with the year of 1852 having augmented to $1,074,376 69 at the close of 1873. During this extended period the "Hanover" has received in premiums over $5,000,000, over one-half of which has been paid to its policy-holders in indemnification of losses—seven hundred thousand dollars of which was paid during a term of about thirteen months. No company more thoroughly enjoys the highest confidence of the business public, it having met every emergency in the most prompt and business-like manner, showing high conservative features of management, which always insures success. The "Hanover" and the "Germania," two of the soundest and best companies in the land, now form that highly popular and powerful organization, the New-York Underwriters' Agency, whose transactions in the South and West have been so ably and honorably conducted that it has earned a business, the receipts of which average over one million dollars per annum.—*Commercial Advertiser.*

Giesler & Co.

"Dry Sillery," "Gold Label," and "Extra Superior Dry" for sale by the trade, and by PURDY & NICHOLAS, No. 43 Beaver st.—*Advertisement.*

Rupture is permanently cured by using the New Elastic Truss, which retains it comfortably through hardest exercise or severest strain. Sold at No. 683 Broadway.—*Advertisement.*

The old, effectual cough remedy—JAYNE'S EXPECTORANT.—*Advertisement*

The Best and Cheapest Hair Dressing. BURNETT'S COCOAINE.—*Advertisement.*

Sufferers with Piles should use ANAKESIS. Sold by druggists. Depot, No. 46 Walker street.—*Advertisement.*

THE WEEKLY TIMES.

The NEW-YORK WEEKLY TIMES, published this morning, contains, in addition to a variety of carefully-selected reading matter, the following articles:

THE AMERICAN DAIRYMEN'S ASSOCIATION.
FLORIDA AND KEY WEST.
THE NATION'S WARDS.
PARISIAN PICTURES.
NOTES FROM CALIFORNIA.
A CHAPTER ON DEMOCRACY.
EDUCATION AND THE GOVERNMENT.
THE DAIRY INTEREST.
THE NEW-YORK FARMERS' CLUB.
FARMING ON A LARGE SCALE.
DEATH OF A GREAT SHEEP-OWNER.

The WEEKLY TIMES also contains the latest telegraphic news, with carefully-prepared reports of the CATTLE AND FARM PRODUCE MARKETS.

Copies for sale at the counter in the TIMES OFFICE. Price 5 cents.

If the Baby is Cutting Teeth, Use that Old and well-tried remedy, MRS. WINSLOW'S SOOTHING SYRUP, which greatly facilitates the process, and is sure to regulate the bowels. It relieves the child from pain, corrects acidity and wind colic, and, by giving the infant quiet, natural sleep, gives rest to the mother.

Scientific Dentistry.

An extraordinary improvement in Artificial Teeth. Pure, durable, feather-light, and feeling like the skin of the mouth. It is entirely unequaled. All operations warranted. M. LEVETT, Dentist, No. 37 West 23d st., between 5th and 6th avs.

Everything in Homeopathy at HUMPHREYS', Nos. 562 and 817 Broadway. HOMEOPATHIC BOOKS, FAMILY MEDICINE-CHESTS, HOMEOPATHIC SPECIFICS, VETERINARY MEDICINES, TINCTURES, DILUTIONS, PELLETS, HUMPHREYS' WITCH HAZEL, ARNICA, &c.

A Discovery Far Beyond the Telegraph.—An article of dress to prevent cold on the lungs, and strengthen them. The GRADUATED CHEST GUARD, sold everywhere. Mailed free on receipt of price, $1 50. UNION ADAMS & CO., 637 Broadway. Trade supplied.

Hair Dye! Hair Dye! Hair Dye! BATCHELOR's celebrated Hair Dye is the best in the world. The only true, safe, and perfect hair dye. No disappointment, no ridiculous tints. Harmless, reliable, instantaneous. Sold everywhere by druggists.

Wedding and Ball Cards, Monograms, Foreign Note Paper, Orders of Dancing. JAS. EVERDELL, No. 302 Broadway. Established 1840.

Lundborg's Recherche Perfumes possess great delicacy and are truthful to nature.

MARRIED.

BLOOMFIELD—ANDREWS.—On Tuesday, Jan. 20, 1874, at St. John's Chapel, New-York City, by Rev. S. H. Weston, D. D., assisted by Rev. Alvah Wiswall, CHAS. A. BLOOMFIELD to MARY, eldest daughter of George F. Andrews, of Chester, Orange County, N. Y.

CORTELYOU—ALLEN.—On Monday, Jan. 19, 1874, by Rev. William P. Abbott, GEORGE H. CORTELYOU to Miss AMANDA M. ALLEN, both of this City.

EDER—CRESSY.—In St. Paul's Church, Staten Island, on Monday, Jan. 19, by Rev. T. W. Punnett, GEO. A. EDER, of Brooklyn, to EMMA HART, daughter the late Rev. Dr. Cressy.

WYLIE—HELFER.—On Tuesday, Jan. 20, 1874, at the residence of the bride's parents, by Rev. J. R. Tobey, S. W. WYLIE to CECELIA HELFER, all of this City. No cards.

DIED.

BORDEN.—The funeral services of the late GAIL BORDEN will be held in Memorial M. E. Church, White Plains, Wednesday, Jan. 21, at 12:30. Carriages will be in waiting at depot to meet the 9:45 A. M. train from New-York.

BALLIN.—At St. Remo, Italy, on Friday, Jan. 16, LUDWIG E. BALLIN, eldest son of Eugene S. and the late Miriam Ballin, in the 27th year of his age.

BARNES.—On Monday, Jan. 19, 1874, CARRIE M., daughter of Samuel D. and Susan M. Barnes, aged 25 years.

The relatives and friends are invited to attend the funeral on Thursday, 22d, at 12 o'clock, from her late residence, No. 213 East 11th st.

BANGS.—On Sunday morning, Jan. 18, WALTER K., youngest son of Elijah K. and Katharine B. Bangs, aged 18 years.

The friends of the family are respectfully invited to attend the funeral services at his parents' residence, No. 302 East 9th st., on Wednesday, at 1 P. M.

BORDEN.—The funeral services of the late GAIL BORDEN will be held in Memorial M. E. Church, White Plains, Wednesday, Jan. 21, at 12:30. Carriages will be in waiting at the depot to meet the 9:45 A. M. train from New-York.

BULKLEY—WAGSTAFF.—Lost at sea, by the sinking of the Ville du Havre, on 22d November, 1873, SARAH ADAMS, daughter of Mary A. and the late Justus R. Bulkley, in the 21st year of her age. Also, HELEN JAY, youngest daughter of Dr. Alfred and Sarah P. Du Bois Wagstaff, in the 21st year of her age.

The friends and relatives are invited to attend a memorial service to be held at Christ Church, [illegible] Rye, on Wednesday morning, 21st inst., at [illegible] o'clock. Trains for Rye leave Grand Central Depot at 10:10 A. M.; returning, leave Rye at 2:04 P. M. Carriages will be in waiting upon arrival of train.

BLANCHET.—At her residence, near Madison, N. J., on Saturday, Jan. 17, SARA, wife of Major A. D. Blanchet and daughter of the late Moses Henriques, in the 53d year of her age.

Funeral services at St. Vincent's Roman Catholic Church, Madison, on Thursday, Jan. 22, at 11 A. M. The relatives and friends of the family are invited to attend. Morris and Essex train leaves foot of Christopher st. at 9:15 A. M.

CORSE.—At Flushing, Long Island, on Sunday, Jan. 18, FREDERICK A., son of Barney and Mary Corse, aged 33 years.

The relatives and friends of the family are respectfully invited to attend the funeral from his late residence, on Wednesday, the 21st inst., at 2 o'clock P. M. Trains leave Hunter's Point at 1:30, returning hourly.

COGGESHALL.—At Hyde Park, on Monday, Jan. 19, HENRY G. COGGESHALL, aged 62 years.

Relatives and friends are respectfully invited to attend the funeral from his late residence, on Friday, 23d inst., at 12:30 o'clock. Carriages will be at the depot on the arrival of the 8 o'clock train from New-York.

DAVISON.—In Boston, on Monday, Jan. 19, EDWARD DAVISON, in the 72d year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, on Wednesday, 21st inst., at 12 o'clock, from the Church of the Divine Paternity, corner of 45th st. and 5th av.

DAVIS.—On Sunday, Jan. 18, LEWIS H. DAVIS, son of Lewis R. and H. Alisah Davis, aged 36 years.

Funeral from the residence of his parents, No. 54 West 35th st., Wednesday, Jan. 21, at 4 o'clock P. M. The remains will be taken to Mount Sinai, Long Island, for interment.

DICKINSON.—On Tuesday morning, 20th inst., ROSALIE, wife of Gen. Joseph Dickinson, in the 28th year of her age.

Friends and relatives of the family are respectfully invited to attend the funeral, on Thursday afternoon, at 2 o'clock, from her late residence, No. 226 West 13th st.

DUNN.—On Tuesday, Jan. 20, of bilious fever, GEORGE H., youngest child of N. Marsellius and Annie Dunn, aged 3 years and 25 days.

Notice of the funeral hereafter.

FRASER.—On Monday morning, 19th January, 1874, DONALD, only son of James and Ella K. Fraser, aged 5 years, 1 month, and 2 days.

The friends of the family are invited to attend the funeral services, from the residence of his parents, No. 26 West 51st st., on Wednesday, 21st inst., at 9 A. M. The remains will be taken to Tarrytown for interment.

HAYES.—On Tuesday morning, the 20th inst., WILLIAM H. HAYES, Jr., aged 29, son of William H. and Frances M. Hayes.

Notice of funeral hereafter.

HENRIQUES.—On Tuesday, Jan. 20, SOLOMON M. HENRIQUES.

The funeral will take place on Thursday, Jan. 22, at 10:30 A. M., from his late residence, No. 777 Lexington av. Relatives and friends of the family are invited to attend without further notice.

JACKSON.—On Monday afternoon, Jan. 19, of pneumonia, WARWICK H. JACKSON, in the 28th year of his age.

His friends are respectfully invited to attend the funeral services from St. Philip's P. E. Church, Wesley place, (Mulberry st., between Houston and Bleecker sts.,) on Thursday, 22d inst., at 11 o'clock.

At a meeting of the Eclectic Club, held at No. 185 Bleecker st., last evening, called to take action in reference to the death of WARWICK H. JACKSON, a member of the club, whose mental and social qualities endeared him to all, the following resolutions were adopted:

Whereas, It has pleased the Great Creator of heaven and earth to remove suddenly from this life Warwick H. Jackson, a member of the Eclectic Club, we are again reminded of the uncertainty of human life; and,

Whereas, It is eminently fitting that the sad event should evoke from us a suitable token of respect to his memory; it is, therefore,

Resolved, By the Eclectic Club, that in the death of Warwick H. Jackson we are called upon to mourn the loss of a faithful and efficient member, a courteous and genial associate, an upright and useful citizen, and a warm-hearted friend; that while we deeply regret his loss, we yet bow submissive to the Master's will, and tenderly commit him to his rest.

That to his bereaved relatives in their affliction we offer our deep and affectionate sympathy, and earnestly commend them to the Master's will, and tenderly commit him to his rest.

That to his bereaved relatives, in their affliction, we offer our deep and affectionate sympathy, and earnestly commend them to Him who noteth even the fall of a sparrow.

That in further tribute to his memory, we attend his obsequies in a body, and do direct that the club be in mourning for the period of thirty days.

That the Secretary be directed to enter these resolutions in full upon the minutes of the club, cause their publication in THE TIMES, *Tribune*, and *Progressive American*, and present a copy of resolutions to the relatives of deceased.

LERNED.—On Sunday morning, Jan. 18, ELVIRA GERTRUDE, daughter of Walter H. and Belle M. Lerned, aged 8 months, 22 days.

Funeral from the residence of her parents, No. 227 West 31st st., on Wednesday, Jan. 21, at 4 P. M.

☞ Boston papers please copy.

LUYSTER.—On Monday, 19th inst., JENNIE DE WITT, wife of Albert L. Luyster, in the 27th year of her age.

Funeral services at her late residence, No. 555 Lafayette avenue, Brooklyn, at 11 A. M. Thursday, 22d inst. Interment at the Moravian Cemetery, New-Dorp, Staten Island. Relatives and friends respectfully invited to attend. Carriages will be in waiting upon the arrival of the 10 o'clock boat from New-York, railway train also.

LOPER.—Entered into rest, JULIA GARDINER, wife of Charles S. Loper, on Monday, Jan. 19, after a lingering illness.

Funeral services will be held at her late residence, No. 137 East 35th st., on Wednesday afternoon, at 3 o'clock. Relatives and friends of the family, also those of her sons-in-law, Robert J. Clyde and Thomas S. Marlor, are respectfully invited to attend the services without further notice. The remains will be taken to Shelter Island, on Thursday morning, for interment.

☞ Greenport and Sag Harbor papers please copy.

MURSICK.—In Nyack, Jan. 19, of convulsions, JENNIE, only child of Dr. Geo. A. and Julia Mursick, aged 10 months and 5 days.

Funeral on Thursday at 1 P. M.

MUNRO.—Jan. 20, 1874, MARTHA MCCLENACHAN, widow of Hugh Munro, in the 69th year of her age.

The funeral will take place from the Reformed Church, Washington square, (Dr. Hutton's,) on Friday afternoon, at 3 o'clock. Relatives and friends are invited to attend. The remains will be taken to Woodbridge, N. J., on Saturday.

McDONALD.—On Jan. 20, 1874, KATHRINE, wife of John McDonald.

Relatives and friends are invited to attend the funeral from her late residence, No. 324 West 27th st., on Friday afternoon, 23d inst., at 1 o'clock.

NICHOLS.—At Flushing, Long Island, on Monday, the 19th inst., SAMUEL NICHOLS, aged 42 years.

The friends of the family are respectfully invited to attend the funeral, on Thursday, the 22d inst., at 2 o'clock, from the residence of his father-in-law, Steven Bowne.

ROBERTS.—On Saturday, Jan. 17, CALVIN B. ROBERTS, aged 54 years.

The relatives and friends of the family, also Eureka Lodge, No. 177, and Palestine Encampment No. 6, I. O. O. F., are respectfully invited to attend the funeral from his late residence, No. 242 West 4th st., on Wednesday, the 21st inst., at 12:30 o'clock.

TAYLOR.—Lost at sea, by the sinking of the Ville du Havre, Nov. 22, 1873, GEORGE H. TAYLOR, in the 42d year of his age.

Notice of a memorial service will be published in February.

TRAPHAGEN.—At Fordham, N. Y., Sunday Jan. 18, 1874, Mrs. MEHETABLE MANY, widow of Wm. D. Traphagen, aged 70 years.

Relatives and friends are invited to attend the funeral from the residence of her son, John W. Traphagen, at Fordham, N. Y., on Wednesday, Jan. 21, at 1 o'clock P. M. Train leaves Grand Central Depot at 12:05 P. M. Remains will be taken to Woodlawn Cemetery for interment.

TENNEY.—Jan. 19, HOWARD HUNT TENNEY, youngest child of Dudley and Gertrude Tenney, aged 7 months.

Relatives and friends are invited to attend funeral services to-day, (Wednesday,) 2:30 P. M., at his late residence, No. 44 West 29th st.

WADE.—At No. 47 Butler st., Brooklyn, on Monday, Jan. 19, 1874, of pneumonia, GEORGE O. WADE, in the 62d year of his age.

Relatives and friends are invited to attend his funeral at St. Peter's P. E. Church, State st., near Bond, on Thursday, the 22d inst., at 2:30 P. M.

MISCELLANEOUS.

POST OFFICE NOTICE.

The mails for Europe for the week ending SATURDAY, Jan. 24, 1874, will close at this office as follows: On TUESDAY, at 4:30 A. M.; on WEDNESDAY, at 5 A. M.; on THURSDAY, at 11:30 A. M.; and on SATURDAY, at 7:30 A. M. and 12 M. T. L. JAMES, Postmaster.

GOLD PENS.

FOLEY'S CELEBRATED GOLD PENS. NO. 2 ASTOR HOUSE, Opposite Herald Office.

THURSTON'S IVORY PEARL TOOTH POWDER will keep the teeth clean and white, and prevent decay. Sold by druggists. 25 and 50 cents per bottle.

R. STUART WILLIS, ATTORNEY AND Counsellor at Law, Notary Public, No. 182 Broadway, Room No. 4, New-York.

NEW PUBLICATIONS.

WHAT THE CRITICS SAY.

New-York Tribune.

Wider in its grasp and more vigorous in its execution than his previous venture in the same kind. * * * In depicting the tragic aspect of the situation he exercises a power of natural and exact description which would do honor to a still more experienced writer. His tone indicates a consciousness of reserved power which is fully justified by the composition of the work.

Philadelphia Age.

We consider that parents are indebted to the author for the most practical story of the day. Mr. Roe has done for the girls what Mr. Smiles has achieved for the boys in his "Self-Help."

Christian at Work.

Mr. Roe has exhibited fine abilities in the two works from his pen which have preceded this, but his last performance is altogether an improvement upon himself.

WHAT THE PUBLIC SAYS.

EIGHTH THOUSAND.

WHAT CAN SHE DO?

By Rev. E. P. ROE,

Author of "Barriers Burned Away."

Large 12mo. $1 75.

Eighth Thousand now ready at all bookstores.

DODD & MEAD, Publishers,

NO. 762 BROADWAY, NEW-YORK.

"ALL DAY IDLE!"—WHY? THERE IS WORK enough in this world for "all willing hands to do." Find out first what you can do best, by reading THE PHRENOLOGICAL JOURNAL—only $3 a year—then go about it, in good earnest. Success will be yours. Address S. R. WELLS, No. 389 Broadway, New-York.

"OBSERVATIONS ON CATARRH"—AN ABstract from a forthcoming work on Throat Diseases, by A. N. Williamson, M. D., late Clinical Physician in the University Medical College. [illegible] Address, including stamp, [illegible] 17th st.

THE REAL ESTATE MARKET.

At the Exchange yesterday, Thursday, Jan. 19, by order of the Supreme Court, in foreclosure under the direction of N. Jarvis, Esq., Referee, James M. Miller sold two three-story and basement brown-stone front houses, each 19.5 by 50.2, with lots each 19.5 by 100.11, located on East One Hundred and Twenty-third street, north side, 177.2 feet west of Fourth avenue, one for $14,500 and the other for $16,000, the plaintiff in legal action, S. R. Stone, purchasing both pieces of property. The houses after the auction were offered at private sale for $17,500 apiece, thus showing that they were sold at a low rate. At a sale similar to the above, Edward Patterson, Esq., Referee, D. M. Seaman sold a three-story and basement brown-stone front house, 20 by 48, with lot 20 by 100.5, situate on East Fifty-eighth street, south side, 140 feet west of Second avenue, for $500 over and above incumbrances amounting to $13,500, making the total price realized $14,000. No other sales were effected, the remaining auctions of the day noticed being disposed of as follows: Sale by Wm. Kennelly of a five-story brick tenement-house and lot on East Sixteenth street, west of Avenue B, adjourned to the 28th inst.; sale by B. P. Fairchild of a four-story brown-stone front house and lot on Madison-avenue, south-west corner of Sixtieth street, adjourned to Feb. 5 and sale by J. M. Miller of four lots on East Eighty-sixth street, south-west corner of Second avenue, property withdrawn, the legal proceedings having been stopped.

TO-DAY'S AUCTIONS.

For to-day one auction is announced, viz.: By Hugh N. Camp, foreclosure sale by order of the Court of Common Pleas, Messrs. Chas. Price and N. Jarvis, Jr., Referees, of two houses with lots, each 23.10 by 103.3 on East Twelfth street, north side, 86.4 feet east of Avenue C.

EXCHANGE SALES, TUESDAY, JAN. 20.

NEW-YORK.

By James M. Miller.

3-story and basement brown-stone front house and lot, East 123d st., n. s., 177.2 ft. w. of 4th av., lot 19.5x100.11, house 50.2 ft. deep	$14,500
3-story and basement brown-stone front house and lot, East 123d st., n. s., 196.7 ft. w. of 4th av., adjoining above, lot 19.5x100.11, house 50.2 ft. deep	16,000

By D. M. Seaman.

3-story and basement brown-stone house and lot, East 58th st., s. s., 140 ft. w. of 2d av., lot 20x100.5, house 48 ft. deep	$14,000

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Monday, Jan. 19.

5th st., s. s., 22x97.6, ½ part	$6,750
15th st., n. s., 210 ft. e. of 7th av., 25x103.3	16,000
39th st., n. s., 85 ft. e. of Lexington av., 18x83	15,000
19th st., s. s., 275 ft. w. of 1st av., 25x100.4	10,800
145th st., s. s., 275 ft. e. of Leggett av., 25x152, Springhurst	667
Avenue B, s. e. s., part lot, 102 ft., P. Hill, East Fordham, 25x125	600
Clinton av., n. s., 275 ft. w. of 2d st., 25x200, to Willard av., Morrisania	350
Courtlandt av. e. s., 50 ft. s. of Denman st., 25x100, Melrose	1,660
Clinton av., n. s., 450 ft. w. of 2d st., 50x100; Morrisania	430
2d av., e. s., 123.6 ft. s. of 42d st., 49.3x70	43,200

Leasehold Conveyances.

Broadway, No. 650, old Constitution Hall, 29x130	$130,000
Broadway, e. s., 70.1 ft. s. of 9th st., 24x100x21x48.8	85,000

Leases Recorded.

Chambers st., Nos. 173 and 175, 5 years, per year	$9,240
Mott st., No. 162, 10 years, per year	1,200

CITY REAL ESTATE.

FOR SALE.

TO CLOSE THE ESTATE OF DAVID HOADLEY, AND BY ORDER OF EXECUTORS, the large and substantial SIX-STORY GRANITE BUILDING, NOS. 17 AND 19 BROADWAY, adjoining the Stevens House, 44 feet 9 inches front, by an average depth of 122 feet. One-half of the purchase money can remain on mortgage. Apply to E. H. LUDLOW & CO., No. 3 Pine st.

A FINE PROPERTY NEAR COOPER INSTItute, suitable for a society, club, dispensary, or other business, on Stuyvesant st., running through to 9th st., 50 feet front on each, 89 feet deep one side and 110 feet on the other, containing four-story brick dwelling and two brick stables; will be sold on easy terms. W. H. FALCONER, No. 100 4th av., near 12th st.

LOTS FOR SALE OR LEASE.

For Founderies, Manufactories, Chemical Works. Large blocks of lots, with bulkhead water front, suitable for large founderies or factories; also blocks of lots suitable for dwellings; prices low and terms very easy. Apply to S. B. SCHIEFFELIN, No. 170 William st.

EIGHTH AV. CORNER FOR INVESTMENT.—The valuable property north-easterly corner 8th av. and 57th st. is offered for sale at a bargain for permanent investment; lot 25 feet 10 by 100. Terms very easy. Apply to D. F. BAKER, No. 138 West 44th st.

W. H. FALCONER'S REAL ESTATE OFFICE, No. 100 4th av., near 12th st. Established 1853. Houses and lots bought and sold; stores and houses let; rents collected and returns promptly made.

WM. S. GAVEY, REAL ESTATE AND HOUSE Agent, No. 34 Bleecker st.—City or country property rented or sold; rents collected; tenement property a specialty.

MURRAY HILL.—FOR SALE—(A BARGAIN)—handsome new three-story brown-stone house; all improvements. Apply on premises, No. 149 East 37th st., to D. T. KENNEDY, builder.

FOR SALE—THE EXTRA WIDE AND DEEP CORner building, No. 401 Broadway. HOMER MORGAN, No. 2 Pine st.

BROOKLYN REAL ESTATE.

FOR SALE OR LEASE—STORAGE STORES.—Stores Nos. 5 and 6 Atlantic Dock, fronting East River, adjoining Hamilton Ferry. Apply to S. B. SCHIEFFELIN, No. 170 William st.

COUNTRY REAL ESTATE.

TRUCK GARDENERS.

To lease favorably at Garden City, on Central Railroad of Long Island, eighteen miles distant, farms of fifteen to fifty or more acres each, with suitable buildings. Apply to A. T. STEWART'S agent, Broadway and Chambers st., between 12 and 3 o'clock, or to D. S. DENTON, Garden City, adjoining Hempstead village.

FOR SALE OR TO LET—AT ROSELLE, ONE of the most beautiful places on the line of the Central Railroad of New-Jersey, a modern house, thirteen rooms, with carriage-house and garden; grounds ample —ten city lots; one block from depot, opposite the park, forty-three minutes from New-York, (five minutes from Elizabeth, seventy-five feet higher.) Also, a neat cottage with seven rooms; very desirable. These properties are so arranged that more ground can be annexed, if desirable. A. D. HOPE, No. 119 Liberty st.

Also, very desirable country places at other points on the line of the Central Railroad of New-Jersey.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

FOR SALE.—STATEN ISLAND—HOTEL AND VILla sites; fifty acres, south side, choice location, having extensive ocean and land views. Apply to S. B. SCHIEFFELIN, No. 170 William st.

REAL ESTATE AT AUCTION.

EXECUTORS' SALE OF THE REAL ESTATE OF ANDREW L. IRELAND, DECEASED, BY MESSRS. A. H. MULLER & SON, TUESDAY, FEB. 3, AT THE EXCHANGE SALES-ROOM, NO. 111 BROADWAY;

Four-story dwelling-house, No. 51 Amity st.: lot 25x109 feet.

Two-story and attic dwelling-house, No. 52 Amity st.; lot 21 6-12x75 feet.

Two-story and attic dwelling-house, No. 67 Amity st.; lot 25x91 feet.

Three-story dwelling-house, No. 21 South 5th av.; lot 21 11-12x128 6-12 feet.

Three-story dwelling-house and stores, Nos. 51 and 53 8th av., corner of Horatio st.; lot 6 9-12 feet on Horatio st., 28 3-12 feet on 8th av., x 87 6-12 feet and 66 feet in depth, 25 feet rear.

Two two-story cottages, Nos. 12 and 14 Horatio st., (Jackson square,) No. 14 three rooms deep; lots 14 5-12x88 feet.

Four two-story dwelling-houses, No. 2 Gansevoort st.; lot 25x96 feet.

Four-story store and double dwelling-house, with rear building, No. 641 and 641 Hudson st.; lot 29 2-12x111 3-12 feet.

Three three-story and attic dwelling-houses, Nos. 306, 308, 310 10th av., between 27th and 28th sts.; lots 19 9-12x70 feet.

DWELLINGS TO LET.

TO LET.

TWENTY-FIVE DWELLINGS at GARDEN CITY, eighteen miles distant, on Central Railroad of Long Island; rents from $150 to $800; early and late trains, and cheap commutation. Also, five brick stores, with dwellings attached.

Apply to A. T. STEWART'S Agent, Broadway and Chambers st., from 12 to 3 P. M.; or to D. S. DENTON, Garden City, adjoining Hempstead Village.

TO LET—WITH POSSESSION AT ONCE, THE first-class four-story brown-stone house, No. 37 West 31st st.; the house is now in perfect order, and will only be rented to a first-class private family. Apply to HOMER MORGAN, No. 2 Pine st.

REAL ESTATE WANTED.

WANTED—A FEW DOORS FROM 5TH, OR ON Madison av., between 32d and 44th sts., a medium-sized first-class house, in perfect order; basement preferred; price not over $35,000. Any party to whom the entire price in cash is an inducement to sell at a moderate sum, may address E. E. M., Post Office Box No. 2,295, stating location, price, dimensions, &c. Principals only need answer.

FOR CASH—A MODERN FOUR-STORY DWELLing-house; brick or stone front, not less than twenty-two feet wide, in first-class location; price not over $40,000. Address, with full details, E. W. C., Post Office Box No. 4,878.

WANTED—IMPROVED OR UNIMPROVED PROPerty in Harlem or North New-York, in exchange for a line ocean [illegible] water-front on Hudson [illegible]. [illegible] & CO., No. [illegible] st.

STORES, &C., TO LET.

OFFICES TO LET IN TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.

Apply at TIMES COUNTING-ROOM.

TO LET OR LEASE.—THE FIVE-STORY BRICK building Nos. 34 and 36 Elizabeth st., 50 feet north of Canal st.; building 50 by 80 feet, lot 50 by 100 feet; well adapted for a manufactory; will be altered or extended to suit tenant. Apply to J. MILTON WATERHOUSE, No. 174 Canal st.

TO LET OR LEASE.—THE NEW AND ELEGANT store, No. 6 East 23d st., on Madison square and close to Broadway; about 37.6x100. Possession at once. HOMER MORGAN, No. 2 Pine st.

BROADWAY PROPERTY TO LEASE—SOUTH-west corner of Houston st.; plot 50x100; would be leased for improvement for twenty-one years with renewals. Apply to HORACE S. ELY, No. 22 Pine st.

TO LET—NOS. 18 AND 20 VESEY ST., FIRST floor, basement, and sub-cellar, 50x100 feet, now occupied by M. A. Happock & Co. Apply to J. & J. W. MEEKS, No. 30 Vesey st., Room No. 6.

HOUSES & ROOMS WANTED.

WANTED.—A HOUSE FOR A SMALL FAMILY AT a rent of not over $1,200; location must be good, and lease required for either three or five years. Address L. J. H., Post Office Box No. 4,711.

FINANCIAL.

CITY OF ROCHESTER

7 Per Cent.

WATER LOAN BONDS.

CIRCULARS ON APPLICATION.

ROBINSON, CHASE & CO.

BANKERS, NO. 18 BROAD ST.

George Opdyke & Co., Bankers, No. 25 Nassau-st., New-York, like an incorporated Bank, receive deposits subject to check at sight, with the additional advantage to Depositors of Interest on daily Balances.

CAPRON & MERRIAM,

BANKERS,

No. 9 Wall St., New-York.

MONEY RECEIVED ON DEPOSIT, subject to sight-check, upon which INTEREST will be allowed, according to the rates of the money market.

BANKS,' BANKERS,' MERCHANTS' and other accounts received on deposit as above, or their funds will be loaned on commission, as they prefer.

GOVERNMENT SECURITIES, STOCKS, BONDS, and GOLD bought and sold on commission.

ADVANCES made on first-class COMMERCIAL PAPER, and other approved securities.

Lake Shore and Michigan Southern Railway Co.

SECOND MORTGAGE SEVEN PER CENT. BONDS, COUPON BONDS OF $1,000 EACH. REGISTERED BONDS OF $1,000 AND $5,000 EACH. INTEREST PAYABLE 1ST JUNE AND 1ST DECEMBER. PRINCIPAL DUE IN 1903. PRICE, 95 AND ACCRUED INTEREST.

For sale on behalf of the company by

SCOTT, STRONG & CO.,

Bankers, No. 36 Broad st.

The nominal amount of bonds authorized to be issued under this mortgage is twenty-five millions. Of this amount SIX MILLIONS are reserved to extinguish or absorb the unsecured bonds known as the "New Sinking Fund 7s of 1882," and of the balance but ONE MILLION in amount are now offered for sale.

WALKER, ANDREWS & CO

No. 14 Wall-st., New-York.

ANDREWS & CO., PARIS.

TRAVELERS' CREDITS.

Exchange and Circular Notes on UNION BANK OF LONDON and on PARIS.

LEONARD, SHELDON & CO.,

LATE

LEONARD, SHELDON & FOSTER,

BANKERS, No. 10 WALL STREET, NEW-YORK.

BUY AND SELL ON COMMISSION STOCKS, BONDS AND GOLD. INTEREST ALLOWED ON DEPOSITS.

WM. B. LEONARD.

W. C. SHELDON. GEO. R. HOWELL.

N. Y. Central & H. R. R. R.

First Mortgage 7 per cent. Bonds.

FOR SALE BY

DAVIS & FREEMAN,

NO. 53 EXCHANGE PLACE.

Stocks, Bonds, and Gold bought and sold on Commission.

FRANCIS T. WALKER & CO

—NO. 10 WALL ST.—

Buy and sell for cash or on margins, Railroad Stocks, Bonds, and Government Securities.

PROPOSALS FOR $3,821,900 CONSOLIDATED STOCKS

of the

CITY AND COUNTY OF NEW-YORK,

For the purpose of providing means for paying the bonds of the City and County, maturing Feb. 1, 1874.

Sealed proposals will be received at the Controller's office until TUESDAY, Jan. 27, 1874, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of $3,821,900, of the consolidated stocks of the City and County of New-York, to wit:

CONSOLIDATED STOCK OF THE CITY OF NEW-YORK, authorized by section 2, chapter 756, Laws of 1873; section 4, chapter 444, Laws of 1872, and chapter 322, Laws of 1871, payable Dec. 1, 1896	$2,947,200
CONSOLIDATED STOCK OF THE COUNTY OF NEW-YORK, authorized by section 2, chapter 756, Laws of 1873; section 4, chapter 444, Laws of 1872, and chapter 323, Laws of 1871, payable Dec. 1, 1896	874,700

Said stocks will bear interest at the rate of seven per cent. per annum, payable on the 1st day of June and December in each year.

Each proposal should be sealed, and indorsed "Proposals for consolidated stocks of the City and County of New-York," and inclosed in a second envelope, addressed to the Controller.

The right is reserved on the part of the Controller to reject any or all bids, if in his judgment the interests of the City and County require it.

For full information, see advertisement in the *City Record*. ANDREW H. GREEN, Controller.

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, CONTROLLER'S OFFICE, Jan. 16, 1874.

JOHN MUNROE & CO., BANKERS, NO. 8 WALL ST., NEW-YORK, ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

OFFICE OF THE HAMILTON FIRE INSURANCE COMPANY, NEW-YORK, Jan. 14, 1874.

AT THE ANNUAL ELECTION FOR DIRECTORS of this company, held on Jan. 5, 1874, the following named gentlemen were elected Directors for the ensuing year:

HENRY DAVID,	BERNARD McFRELEY,
CHARLES JENKINS,	MERRITT H. SMITH,
M. M. VAN BUREN,	J. WINDMULLER,
J. W. BROWN,	WM. H. MONTAYNE,
EDWARD SCULLY,	JOHN A. BAUSH,
B. A. MAYEREAU,	JAMES NEEVES,
WILLIAM MILES,	THOMAS WEBB,
NELSON SAMMIS,	GEORGE C. JEFFERIES,
JOSIAH M. WHITNEY,	NOAH A. CHILDS,
CLEMENT S. PARSONS,	JOHN M. BIXBY,
HAMIL'N BLYDENBURGH,	ANDREW J. BLEAKLEY,
DANIEL D. WHITNEY,	NICHOLAS SEAGRIST,
ABRAM WAKEMAN,	DAVID MAHANY,
E. I. HATFIELD,	JOHN C. WINANS,
CYRUS H. LOUTREL,	JOHN ROMER,
ISRAEL C. LAWRENCE,	J. B. BLYDENBURGH,

H. J. BARINGER.

At a meeting of the Board of Directors, held this day, JOHN C. WINANS was unanimously re-elected President of the company. D. D. LEEDS, Secretary.

THE HOLDERS OF THE FIRST MORTGAGE bonds of the New-York and Oswego Midland Railroad Company are requested to send their names, address, and the numbers and amount of their bonds to Messrs. ALEXANDER & GREEN, Solicitors for the Trustees, Equitable Building, No. 120 Broadway, New-York City.

THE ANNUAL MEETING OF STOCKholders of the Maryland Coal Company, for the election of a President and ten Directors, and for such other business as may come before the meeting, will be held at the Company's office, No. 111 Broadway, Feb. 3, at 11 A. M. Polls open from 12 M. till 1 P. M. S. T. ROSS, Secretary.

FINANCIAL.

REAL ESTATE MORTGAGE BONDS,

GUARANTEED BY THE

Equitable Trust Company,

$1,000,000 CAPITAL!

These Real Estate Mortgage Bonds are commended to the attention of the most

CONSERVATIVE INVESTORS.

First—They have the individual liability of the maker.

Second—Each bond is secured by a first mortgage of real estate of not less than double its value.

Third—The prompt payment of both principal and interest of every bond is guaranteed by this company.

The company guaranteeing these bonds receives no deposits, owes no money, and incurs no obligation of any character, except those arising from such guaranty, thereby keeping its whole capital of ONE MILLION DOLLARS unimpaired to meet at all times the prompt payment of both principal and interest of these bonds.

All mortgages securing these bonds are formally approved by the following Executive Board:

R. L. KENNEDY,	ADRIAN ISELIN,
SAMUEL WILLETS,	JAS. A. ROOSEVELT,
WM. REMSEN,	EUGENE KELLY,
CHAS. BUTLER,	JOHN D. MAXWELL,
HENRY F. HAVEN,	GUSTAV H. KISSEL.

These securities bear seven per cent. interest, payable semi-annually, and are offered for sale at par and interest at the office of the Equitable Trust Company No. 76 Cedar st.

JONATHAN EDWARDS, President.

ROBINSON, CHASE & CO.,

BANKERS,

NO. 18 BROAD ST., NEW-YORK.

Transact a general banking business in all its details, allowing interest upon deposits to BANKS, SAVINGS INSTITUTIONS, PRIVATE BANKERS, AND INDIVIDUALS.

Particular attention paid to the investment of

ESTATE AND TRUST FUNDS,

AND INFORMATION REGARDING THE SAME FURNISHED UPON APPLICATION.

Buy and sell upon commission

GOLD, UNITED STATES STOCKS,

and all securities dealt in at the N. Y. Stock Exchange.

First-class Municipal and Railroad loans negotiated.

EUGENE N. ROBINSON,	THOMAS B. ATKINS,
GEORGE H. CHASE,	WILLIAM T. MORRIS.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS, AND GOLD.

INTEREST ON DEPOSITS.

WASH'N R. VERMILYE,	DONALD MACKAY,
JAS. A. TROWBRIDGE,	LATHAM A. FISH.

N. Y. Central & Hudson River R. R.

First Mortgage Seven Per Cent. Bonds

FOR SALE BY

WOOD & DAVIS,

BANKERS, No. 31 Pine st.

CONN. VALLEY R. R. FIRST MTGE.

7 PER CENT. BONDS

(free of taxes)

FOR SALE BY

ALLEN, STEPHENS & CO.,

Bankers, No. 25 Pine st.

ROBERT WINTHROP & CO.,

BANKERS AND BROKERS,

NO. 18 WALL ST.,

Execute orders for STOCKS, BONDS, and GOLD, allow interest on DEPOSITS, and transact a general Banking and Brokerage business.

OFFICE OF NEW-YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY, No. 39 WILLIAM ST., NEW-YORK, Jan. 6, 1874.

FOR SEVERAL YEARS PAST OUR BOARD have been anxious to abolish the distinction between the "Preferred" and "Common" Stock of this Company, as there were only two shares of Common Stock out, and it was no longer necessary that there should be two classes of Stock.

At the last meeting of the Stockholders held in Providence on the 30th of September, 1873, the following resolution was passed for the purpose of accomplishing this end, viz.:

Resolved, That the Board of Directors be and they are hereby authorized to abolish the distinction between Common and Preferred Stock, and to cause the whole to be held as Common Stock in such manner as they may see fit.

And the Board in accordance with the above resolution, have caused a new form of certificate to be prepared, and at their last meeting, held Dec. 30, 1873, passed the following resolution, viz.:

On motion, *Resolved*, That the Board will adopt the certificate presented by the Treasurer for use of the Company after the 10th January proximo, and that a circular be issued and sent to each shareholder, requesting them to send in the certificates now held by them and to receive in lieu thereof the new form.

In accordance with the above, we beg to request you to send at your earliest convenience after 10th January, to Messrs. M. MORGAN'S SONS, Financial Agents, the certificates which you now hold, for exchange into certificates of the new form.

SAMUEL D. BABCOCK, President.

HENRY MORGAN, Treasurer.

HONE, NICHOLAS & CO., BANKERS AND BROKERS, No. 43 Exchange place, New-York, Execute orders at both Boards in Stocks, Bonds, and Gold; buy and sell commercial paper; railway loans negotiated, and Agency for out of town corporations solicited; money received on deposit at four per cent., subject to check at sight. JOHN HONE, JR., H. S. NICHOLAS, H. CHAUVITEAU.

BROWN BROTHERS & CO., NO. 59 WALL ST., ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

SEALED PROPOSALS FOR THE BALANCE OF THE FIRST MORTGAGE BONDS OF THE MASONIC HALL AND ASYLUM FUND, amounting to $185,000, will be received by the undersigned until Jan. 24. These bonds are part of an issue of $400,000, secured by a first and only mortgage on the valuable plot of land situated on the north-east corner of 6th av. and West 23d st., in the City of New-York, and the massive granite building now in process of erection on the same, and nearly completed. The land alone cost $340,000, and the cost of both land and building will amount to over $1,000,000.

The principal of the bonds is payable Sept. 15, 1891, and they bear interest at the rate of seven per cent. per annum, payable March 15 and Sept. 15. By legal enactment, savings banks may invest in these bonds to an amount not exceeding ten per cent. of their assets.

The proposals will be opened on MONDAY, Jan. 26, at 12 o'clock M. The right to reject any or all proposals is reserved by the Trustees of said fund.

Proposals may be addressed to JAMES M. AUSTIN, Treasurer, care of O. D. Ashley & Co., No. 2 Exchange court, of whom further information can be obtained.

IRVING NATIONAL BANK, NEW-YORK, Jan. 16, 1874.

AT THE ANNUAL ELECTION, HELD ON THE 13th inst., the following-named gentlemen were duly elected Directors of this bank for the ensuing year:

JOHN CASTREE,	CHAS. BURKHALTER,
DAVID B. MOSES,	JOHN T. WILSON,
JOHN ROMER,	HARVEY P. FARRINGTON,
ISAAC ODELL,	JAMES McBRIDE,
WM. A. THOMSON,	JOHN L. JEWETT, JR.,

CHARLES S. BROWN.

At a meeting of the Board of Directors, held this day, JOHN CASTREE was unanimously re-elected President and CHARLES BURKHALTER Vice President. J. L. JEWETT, JR., Cashier.

OFFICE OF THE EAGLE FIRE COMPANY, NEW-YORK, Jan. 14, 1874.

AT THE ANNUAL ELECTION FOR DIRECTors of this Company, held on the 13th inst., the following gentlemen were elected:

JOHN Q. JONES,	HENRY MEYER,
ROBERT RAY,	JOSIAH B. BLOSSOM,
ROBT. LENOX KENNEDY,	FREDERICK W. STEVENS,
WILLIAM H. GUION,	SANFORD COBB,
WILLIAM H. ASPINWALL,	J. GRENVILLE KANE,
JAMES A. ROOSEVELT,	JOHN A. LIVINGSTON,

W. B. ASTEN.

At a subsequent meeting of the board, SANFORD COBB was unanimously re-elected President. A. J. CLINTON, Secretary.

THE NATIONAL BANK OF THE REPUBLIC, NEW-YORK, Jan. 14, 1874.

AT A MEETING OF THE STOCKHOLDERS OF this bank held on the 13th inst., the following gentlemen were elected Directors for the ensuing year:

R. H. LOWRY,	T. T. BUCKLEY,
J. J. CRANE,	E. W. CORLIES,
W. S. TISDALE,	G. G. SAMPSON,
H. A. HOWE,	W. H. GUION,
J. BOORMAN JOHNSTON,	S. R. STONE,
W. L. COGSWELL,	G. B. CARHART.

At a meeting of the board held this day, ROBERT H. LOWRY was unanimously elected President, JOHN J. CRANE, Vice President, and EUGENE H. PULLEN, Assistant Cashier. HENRY W. FORD, Cashier.

THIRD NATIONAL BANK, NASHVILLE, Tenn., Jan. 12, 1874.

WE ARE PREPARED TO ATTEND TO FUNDing and registering Tennessee Coupons and Bonds. Information cheerfully given, and a copy of the Funding law furnished gratis on application. EDGAR JONES, Cashier.

We refer to Importers' and Traders' National Bank, Bank of the Manhattan Company, New-York.

LOST—CAUTION.—ALL PERSONS ARE CAUTIONED against negotiating a certain CHECK for Five Thousand Dollars on the National Bank of Commerce, Boston, Mass., signed by Alpheus Hardy, H. Harris, and H. Montgomery, Trustees of the estate of Joshua Sears, dated Boston, Mass., Dec. 24, 1873, payable to the order of J. B. & J. M. Cornell, by them indorsed for deposit in Oriental Bank, New-York, payment on the same being stopped.

$10,000.—WANTED, TO BORROW that amount for one year, by a gentleman well-established in business, for which bonds of fifty per cent. will be paid. Satisfactory business and social references furnished. Address BANKER, Box No. 126 Times Office.

FINANCIAL.

WOOD & DAVIS,

BANKERS,

No. 31 Pine St., New-York,

Receive the accounts of banks and bankers, merchants, and corporations.

Execute orders for United States and municipal stocks, railroad bonds, and investment securities for estate and trust funds.

C. D. WOOD SAM'L D. DAVIS.

INSURANCE SCRIP.

ATLANTIC MUTUAL MARINE INSURANCE SCRIP wanted by WM. C. GILMAN, No. 46 Pine st.

DIVIDENDS.

THIRTIETH DIVIDEND.

OFFICE OF THE

COLUMBIA

FIRE INSURANCE COMPANY.

NO. 161 BROADWAY.

THE BOARD OF DIRECTORS HAVE THIS DAY declared a semi-annual Dividend of FIVE (5) PER CENT. on the capital stock, payable on the 15th inst.

JNO. B. ARTHUR, Secretary.

THIRTY-FIRST DIVIDEND.

OFFICE OF THE

ARCTIC

FIRE INSURANCE COMPANY,

No. 104 BROADWAY,

NEW-YORK, Jan. 14, 1874.

The Board of Directors have this day declared a Dividend of Five per Cent., payable to the stockholders or their legal representatives on demand.

CHARLES BAMBURGH, Secretary.

DIVIDEND NOTICE.

DELAWARE AND HUDSON CANAL COMPANY, NEW-YORK, Jan. 17, 1874.

The Board of Managers of this company have declared a dividend of FIVE PER CENT. upon the amount of its capital stock now represented by outstanding certificates.

This dividend, together with the INTEREST ACCRUED SINCE AUG. 1 UPON PAID-UP INSTALLMENTS OF THE NEW STOCK, will be paid at the NATIONAL BANK OF COMMERCE, in New-York, on and after MONDAY, the 2d FEBRUARY NEXT.

The transfer books will be closed at 3 o'clock P. M. on Wednesday, 21st inst., and remain closed until the morning of Thursday, 5th February next.

By order of the board.

JAMES C. HARTT, Treasurer.

OFFICE OF

HOFFMAN FIRE INSURANCE COMPANY,

NO. 130 BROADWAY.

M. F. HODGES, President.

SAMUEL M. CRAFT, Vice President.

OLIVER A. DRAKE, Secretary.

CAPITAL	$200,000
SURPLUS	132,101
TOTAL ASSETS	$332,101

NEW-YORK, Jan. 6, 1874.

A Dividend of Five per Cent. is this day declared payable on demand. OLIVER A. DRAKE, Secretary.

HOPE INSURANCE COMPANY,

OFFICE NO. 214 BROADWAY.

A Dividend of Five per Cent. is payable on and after Jan. 12, 1874.

LOUIS P. BAYARD, Secretary.

DIVIDEND.

FIREMAN'S TRUST INSURANCE COMPANY OF BROOKLYN, No. 60 WALL ST., NEW-YORK, AND No. 201 MONTAGUE ST., BROOKLYN, Jan. 12, 1874.

At a meeting of the Board of Directors held this day, a Semi-annual Dividend of Five per Cent. was declared payable on demand.

O. D. MILDEBERGER, Secretary.

OFFICE OF UNITED STATES EXPRESS COMPANY, No. 82 BROADWAY, NEW-YORK, Jan. 16, 1874.

THE DIRECTORS OF THE UNITED STATES Express Company have declared a quarterly dividend of two (2) dollars per share, payable at the office of Wells, Fargo & Co., No. 84 Broadway, New-York, on and after Feb. 2, prox.

The transfer-books will close (at the "Union Trust Company of New-York,") at two (2) o'clock P. M., on Tuesday, the 20th inst., and remain closed until Tuesday, Feb. 3. GEORGE G. FARNHAM, Treasurer.

OFFICE OF WEST WISCONSIN RAILWAY COMPANY, No. 74 BROADWAY, NEW-YORK CITY, Dec. 24, 1873.

THE JANUARY COUPONS OF THE WEST Wisconsin Railway Company will be paid in gold on and after the 1st of January next at this office; for the convenience of holders of coupons in Boston and vicinity, at Messrs. Tower, Giddings & Co., of that city; in Baltimore, at Farmers' and Merchants' Bank, and in Europe at London and County Bank, London, England.

F. E. TROWBRIDGE, Treasurer.

COMMERCIAL WAREHOUSE COMPANY OF NEW-YORK, No. 29 WILLIAM ST., NEW-YORK, Jan. 12, 1874.

THE BOARD OF DIRECTORS HAVE THIS day declared a Quarterly Dividend of Two and One-half per Cent. on the capital stock of the Company, payable on and after Feb. 2, 1874.

The transfer-books will be closed from Jan. 31 until Feb. 3. JAMES CLYNE, Secretary.

THIRTY-SECOND DIVIDEND.

OFFICE OF RELIEF FIRE INSURANCE COMPANY, NO. 149 BROADWAY.

NEW-YORK, Jan. 7, 1874.

THE BOARD OF DIRECTORS HAVE THIS DAY DECLARED A SEMI-ANNUAL DIVIDEND OF FIVE PER CENT. PAYABLE ON DEMAND.

JAN. 8, 1874. W. E. CRARY, Secretary.

ADRIATIC FIRE INSURANCE COMPANY, NEW-YORK, Jan. 14, 1874.

A SEMI-ANNUAL DIVIDEND OF FIVE PER Cent., is payable on demand.

CHARLES D. HARTSHORNE, Secretary.

NATIONAL BROADWAY BANK, NEW-YORK, Dec. 20, 1873.

FORTY-EIGHTH DIVIDEND.

A semi-annual dividend of Three Dollars per share will be paid on and after the 2d of January ensuing.

J. L. EVERITT, Cashier.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW-YORK, Dec. 20, 1873.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this company, payable on the 2d day of February next, to the holders of full-paid shares, registered at the close of the 15th day of January next, after which, and until the 5th day of February, the transfer-books will be closed. L. V. F. RANDOLPH, Assistant Treasurer.

THIRTY-FOURTH DIVIDEND.

LENOX FIRE INSURANCE COMPANY, No. 158 BROADWAY, NEW-YORK, Jan. 13, 1874.

The Board of Directors have declared the usual Semi-annual Dividend of Five per Cent., payable on demand.

A. H. WALTON, Secretary.

PACIFIC BANK, NEW-YORK, Jan. 20, 1874.

THE BOARD OF DIRECTORS HAVE DEclared a Quarterly Dividend of Three per Cent., payable on and after the 2d day of February.

E. BUCK, Cashier.

OFFICE OF THE METROPOLITAN INSURANCE CO., No. 108 BROADWAY, NEW-YORK, Jan. 20, 1874.

THE BOARD OF DIRECTORS HAVE THIS day declared a Dividend of Five (5) per Cent., payable on demand. SAMUEL J. YOUNG, Secretary.

OFFICE HOWARD INSURANCE COMPANY, No. 66 WALL ST., NEW-YORK, Jan. 14, 1874.

THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of Five per Cent. on the capital stock of the company, payable on demand. THEO. KEELER, Secretary.

SAVINGS BANKS.

THE BANK FOR SAVINGS,

No. 67 BLEECKER ST., (opposite Crosby st.,) NEW-YORK, Jan 14, 1874.

The Board of Trustees have this day declared the usual interest, under the provision of the by-laws, for the last six months ending the 31st December, as follows:

At the rate of Five per Cent. per annum on all sums of five dollars and under five hundred dollars, and of Four per Cent. per annum on all sums amounting to five hundred dollars and upward, payable on and after the third Monday (being the 19th) of this month.

Also, an extra interest, being in addition and precisely equal in amount to the said half-yearly interest, and calculated on the same principle.

This interest is carried at once to the credit of depositors as principal on the 1st inst., where it stands exactly as a deposit.

It will be entered on the pass-books at any time when required on and after the 19th inst.

CHARLES R. SWORDS, Secretary.

METROPOLITAN SAVINGS BANK,

NOS. 1 AND 3 3D AV.,

Opposite Cooper Institute.

INTEREST at the rate of SIX PER CENT. per annum on all sums entitled thereto will be paid to depositors on and after Jan. 21, or, if not withdrawn, will be added to the account, and will draw interest from Jan. 1.

DEPOSITS made now draw interest from Jan. 1.

By order of Board of Trustees.

ISAAC T. SMITH, President.

PHILIP W. ENGS, A. F. OCKERSHAUSEN, Vice Presidents.

T. W. LILLIE, Secretary.

UNION DIME SAVINGS BANK,

Nos. 396 and 398 Canal st., corner Laight.

Open daily from 10 to 3, and Monday evenings 5 to 7.

Assets, Over Ten Million Dollars.

Surplus, Seven Hundred and Fifty Thousand Dollars.

SIX PER CENT. INTEREST ALLOWED.

Books in English, French, and German.

G. S. CHAPIN, Treasurer. | N. J. HAINES, President.

T. S. ARMOUR, Secretary.

THE TRUSTEES OF THE SEAMEN'S BANK FOR SAVINGS, Nos. 74 and 76 Wall st., have ordered that interest be paid to depositors entitled thereto, for the six months ending 31st ult., as follows:

On sums of $500 and under, at the rate of six per cent. per annum, and

On sums exceeding $500, at the rate of five per cent. per annum. Also, an extra interest of the same amount, payable on and after MONDAY, 19th inst.

WM. H. MACY, President.

JOHN H. BOYNTON, Secretary.

NEW-YORK, Jan. 8, 1874.

ORIENTAL SAVINGS BANK,

No. 430 GRAND ST., between Attorney and Ridge. Money deposited before Feb. 2 will draw interest from Feb. 1.

WM. P. BUCKMASTER, President.

ROBERT HOE, GEO. C. SCOFIELD, Vice Presidents.

SAVINGS BANKS.

IRVING SAVINGS INSTITUTION

NO. 96 WARREN ST., NEW-YORK.

SIX PER CENT. INTEREST allowed on all sums. Interest commences from 1st of January, April, July and October.

Bank open daily from 10 A. M. to 3 P. M.

WALTER W. CONCKLIN, President.

VANDERBILT L. BUXTON, Secretary.

MUTUAL BENEFIT SAVINGS BANK,

Sun Building, No. 166 Nassau st., New-York.

DIVIDEND.—A Semi-annual Dividend at the rate of SIX PER CENT. PER ANNUM on all sums of $5 and upward, which have been on deposit for one or more months next previous to Jan. 1, will be paid on and after Jan. 21, 1874.

INTEREST not called for will remain as principal, and draw interest from Jan. 1.

BANK OPEN daily from 10 to 3; also MONDAY and SATURDAY EVENINGS from 4:30 to 6:30 o'clock. Interest commences on the first of every month following the deposit. CHARLES K. GRAHAM, President.

G. H. BENEDICT, Secretary.

CLAIRMONT SAVINGS BANK,

Corner Park place and Greenwich st.

Deposits from 10 cents to $10,000 received. The Trustees have declared a dividend at the rate of Six per Cent. per annum on all sums entitled thereto, payable Jan. 19, 1874.

Money deposited on or before that date will draw interest from Jan. 1.

DAVID E. SWAN, Secretary. S. BROADWELL, President.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES

At the Times Up-Town Office,

No. 54½ West 32d st., junction Broadway and 6th av.,

And the Times West-Side Office,

No. 308 West 23d st., corner of 8th av.

NO EXTRA CHARGE WHATEVER.

AT THE FRENCH OFFICE,

Removed from No. 405 5th av. to No. 68 West 37th st., may be found, as in the past, the most select help of all nations and for all situations. Apply at or address

NO. 68 WEST 37TH ST.

ALL FAMILIES

desiring first-class servants, male or female, can have their orders promptly filled at the French Bureau, No. 621 6th av., between 36th and 37th sts., up stairs.

A PROTESTANT WIDOW WOMAN WISHES the agency of a few houses, or will take a housekeeper's place. Call at No. 415 West 54th st., in Mrs. Lysatt's.

AT PELTON & CO.'S, NO. 645 6TH AV., formerly with Bedell, competent and reliable servants, highly recommended, both Protestant and Catholic, for City and country.

CHAMBER-MAID AND WAITRESS.—BY A neat, orderly girl, who is competent in every respect; is a good waitress; understands the cleaning and care of silver; is willing and well tempered; good recommendations. Call at No. 138 West 11th st., corner 6th av.

CHAMBER-MAID AND WAITRESS.—BY A neat, respectable Protestant girl; is an excellent chamber-maid and good waitress, and is willing and obliging; best testimonials. Call for two days at No. 621 6th av., between 36th and 37th sts., up stairs.

CHAMBER-MAID.—BY A RESPECTABLE YOUNG girl as chamber-maid and waitress; will assist with washing and ironing; good City reference. Apply at No. 236 West 20th st.

CHAMBER-MAID.—BY A CHAMBER-MAID AND waitress, with good references; prefers a place a short distance in the country. Can be seen at No. 68 West 37th st., French Office.

CHAMBER-MAID.—BY A NEAT, TIDY YOUNG woman as chamber-maid and assist in washing, or chamber-work and waiting, or waiting alone; best City reference. Call at No. 203 West 27th st., near 7th av.

CHAMBER-MAID, &c.—BY A RESPECTABLE woman, as chamber-maid and take care of children and assist with washing. Apply Tuesday, from 10 to 4, at present employer's, No. 39 West 39th st.

COOK—LAUNDRESS.—BY TWO RESPECTAble, active young women; former as first-class cook; makes excellent bread and biscuit, soups, desserts, &c.; latter as first-class laundress, and would assist with the chamber-work and plain sewing; no objection to the country. Apply at Odell's Agency, No. 109 West 34th st., corner Broadway.

COOK, &c.—BY A NEAT, INDUSTRIOUS GIRL TO do cooking, washing, and ironing, or general housework; a respectful, economizing, and reliable servant; good cook, excellent washer and ironer; City or country; best references. Apply at No. 111 Atlantic st., Brooklyn.

COOK, OR COOK, WASHER AND IRONER. —By an American Protestant woman; or would like a place for general house-work; City or country; is very neat, orderly, correct, and has best of City recommendations. Can be seen at the Institute, No. 138 6th av., above 10th st., over the drug store.

COOK, WASHER, AND IRONER.—BY A Scotch young woman, or general house-work; City or country; is an excellent cook, and fine washer and ironer; has good City references, and will take moderate wages. Call at the Protestant Institute, No. 138 6th av., above 10th st., over the drug store.

COOK.—BY A SWEDISH WOMAN, WHO IS A GOOD washer and ironer; has several years' recommendations; wages moderate; for City or country; is neat, and of obliging disposition. Can be seen at Protestant Institute, No. 138 6th av., above 10th st., over the drug store.

COOK.—BY A RESPECTABLE YOUNG WOMAN AS first-class cook; makes excellent bread and biscuit, soups, desserts, jellies, preserves, &c.; bones and lards; can furnish the very best of City reference from last employer. Can be seen at Odell's Agency, No. 109 West 34th st., corner Broadway.

COOK—COOK, WASHER, AND IRONER, or Assist in Washing.—By an English Protestant young woman; very good cook; meats, game, fowl, soups, pastries, side dishes; good baker; country or City; good laundress; best City reference. Call at No. 335 4th av.

COOK.—BY A RESPECTABLE FRENCH WOMAN; is a very good family cook; understands soups, meats, fish, game, poultry, &c.; is an excellent baker; makes nice desserts; is willing to do some washing; good reference. Call at No. 621 6th av., between 36th and 37th sts., up stairs.

COOK.—BY A GOOD FAMILY FRENCH COOK, with City references; a very good meat, soup, and game cook, speaking a little English; wages about $18 or $20. Can be seen at No. 68 West 37th st., French Office.

COOK.—BY A RESPECTABLE WOMAN TO DO THE cooking and part of the washing and ironing of a small private family; is an excellent cook and baker; has the best of City reference. Call for two days at No. 327 East 21st st., first floor.

COOK, WASHER, AND IRONER.—BY A German Protestant young woman, or house-work; is a good cook; would prefer the country; City or country; can and will do any kind of work in the house; reference given. Call at No. 335 4th av.

COOK AND TO ASSIST WITH THE WASHing.—By a well-recommended woman, who is a good cook in every respect; makes soups, bread, biscuits, pastries, &c., in superior style; best recommendations. Call at No. 138 West 11th st., corner 6th av.

COOK.—BY A PROTESTANT ENGLISH WOMAN AS cook, washer, and ironer; is a good plain cook, washer, and ironer; is willing to make herself useful; three years' City reference; City or country. Apply at A. Pelton & Co.'s, No. 645 6th av.

COOK—WAITRESS.—BY TWO RESPECTABLE North of Ireland Protestant women, in a private family, the one to cook and the other as waitress; the best of references can be given. Apply at No. 225 East 30th st., between 2d and 3d avs.

COOK, &c.—BY A RELIABLE PROTESTANT woman of long experience, as good, thorough cook and baker; will assist with washing; is careful, sober, and obliging; best City reference. Call at No. 205 West 27th st., near 7th av.

COOK.—BY A RESPECTABLE WOMAN IN A SMALL private family; is a good, plain cook; good washer and ironer; good reference. Call, for two days, at No. 43 Perry st., in the rear.

COOK.—BY A VERY CAPABLE SCOTCH WOMAN, as cook, or will assist with the washing, &c.; good reference; City or country. Call over blue store, No. 106 6th av.

COOK.—BY A GOOD, OLD-FASHIONED FAMILY cook, with good City references; prefers a country home. Can be seen until engaged at No. 68 West 37th st., French Office.

COOK.—BY A RESPECTABLE PROTESTANT WOMan as first-class cook; none but private families need apply. Call at No. 239 7th av., store.

COOK.—BY A COMPETENT WOMAN AS COOK; will assist with washing; best City reference. Call at No. 218 West 30th st., rear house.

COOK.—BY A FIRST-CLASS COOK; WILL ASSIST with coarse washing and prefers the country. Can be seen, with references, at No. 68 West 37th st.

COOK.—BY AN ENGLISH WOMAN; IS A THOROUGH, excellent cook in all branches, from best of plain cooking up to elegant dishes of every variety and style; has very best of references. Call at the Institute, No. 138 6th av., above 10th st., over the drug store.

COOK.—BY A GERMAN GIRL AS COOK, AND TO assist in the washing and ironing. Apply at No. 279 Bowery, entrance Houston st.

DRESS-MAKER.—BY A DRESS-MAKER, TO work by day or week; is competent to work for first-class families; has Wheeler & Wilson machine; terms moderate. Apply at No. 306 West 14th st.

FEMALE HELP,

All nationalities, for every capacity, at

ODELL'S,

No. 109 West 34th st., corner Broadway.

(ESTABLISHED 1852.)

FAITHFUL, RESPECTFUL SERVANTS, AT the Ladies' Directory, No. 1,502 Broadway, second door below 45th st.

HOUSE-WORK.—BY A NORWEGIAN GIRL, CApable and smart, for general servant or housemaid; is willing to go to the country, and not afraid of work; good reference and moderate wages. Call at No. 106 6th av., over blue store.

HOUSE-WORK.—BY A YOUNG GIRL FOR GENeral house-work; good reference. Apply at No. 204 Rivington st.

HOUSE-WORK.—BY A GIRL TO DO GENERAL house-work. Apply at No. 279 Bowery, entrance Houston st.

LADY'S MAID.—BY A THOROUGH AND ACCOMplished maid, (French,) speaking English and German; has first-class references; can cut and fit, and is a first-class hair-dresser. Can be seen at No. 621 6th av., between 36th and 37th sts., first floor.

LADY'S MAID.—BY AN ACCOMPLISHED MAID, English, Protestant, with the best of testimonials; is a competent dress and bonnet maker. Can be seen till engaged at No. 68 West 37th st.

LADY'S MAID.—BY A FRENCH LADY, AS lady's maid; is a good dress-maker and hair-dresser; good City reference. Call at No. 107 West 33d st., near 6th av.

LAUNDRESS AND CHAMBER-MAID.—BY a young girl with good City references, in an English or American family. Call for three days at No. 318 East 34th st.; ask for P. Heslin, real estate agent.

LAUNDRESS.—BY A RESPECTABLE WOMAN, work at her house, or would go out by the day. Inquire all the week at No. 134 West 34th st., in the rear.

DRY GOODS. DRY GOODS.

SPECIAL ANNOUNCEMENT.

Extra Inducements to Purchasers.

PREVIOUS TO STOCK-TAKING

GOODS IN ALL THE DEPARTMENTS

WILL BE SOLD AT

A REDUCTION OF PRICES

FOR TWO WEEKS ONLY.

LORD & TAYLOR,

GRAND ST. AND CHRYSTIE. BROADWAY AND 20TH ST.

AT SMITH'S PATTERN BAZAAR, NO. 914 Broadway.—Styles complete; patterns with cloth models of them now ready; patterns fitted to the form, warranted perfect; cutting and basting.

SITUATIONS WANTED.

FEMALES.

LAUNDRESS AND CHAMBER-MAID.—BY A neat and tidy young woman as first-class laundress; can do up all kinds of fineries, flutes, puffs, polishes, &c., in superior style; would also assist with or do all the chamber-work in a small family. Can be seen, until suited, at Odell's Agency, No. 109 West 34th st., corner Broadway.

LAUNDRESS.—BY A RESPECTABLE PROTESTant girl as first-class laundress in a private family, or would assist at chamber-work; no objection to the country. Call or address, two days, No. 140 West 28th st., second floor, front.

LAUNDRESS.—BY A RESPECTABLE YOUNG woman as first-class laundress in a private family; good City references. Call at No. 205 West 27th st.

NURSE.—BY A PROTESTANT YOUNG WOMAN; experienced infant's, or growing children, or invalid nurse; good seamstress; cut and fit for children; operate, &c.; good City reference for honesty; sober, very kind and obliging to children and others; country or City. Call at No. 335 4th av.

NURSE, &c.—BY A RESPECTABLE PROTESTANT young woman to take care of children and sewing, or to do fine washing and ironing and chamber-work; has excellent reference. Can be seen at No. 138 6th av., above 10th st., over the drug store.

NURSE, &c.—BY A PROTESTANT GIRL, AS nurse and seamstress; understands Wheeler & Wilson's machine, or would do chamber-work and sewing. Call for two days at No. 314 East 25th st.

NURSE.—BY AN EDUCATED NORTH GERMAN girl, to take care of growing children; good family seamstress; excellent references. Address German, No. 48 Prospect place, 42d st.

NURSE.—BY A YOUNG HEALTHY WOMAN WITH a good breast of milk, as wet nurse in a private family; reference given. Inquire for two days at No. 204 6th st., near Bowery. Mrs. Hansen.

NURSE OR CHAMBER-MAID.—BY A YOUNG American girl; is very fond of children; is willing and obliging. Call for two days at No. 312 East 32d st.

SEAMSTRESS.—BY A RESPECTABLE YOUNG woman as first-class seamstress in a private family or nurse to grown children; is thoroughly competent, and operates on any machine; has good City references. Apply at Bedell's, No. 340 4th av.

SEAMSTRESS.—BY A YOUNG WOMAN AS seamstress; understands dress-making and all kinds of family sewing; would assist with children; has best City reference; City or country. Apply at No. 340 East 56th st.; ring fourth bell.

SEAMSTRESS.—BY A COMPETENT PERSON AS first-class seamstress; understands family sewing and dress-making; operates on Wheeler & Wilson's machine; five years' City reference. Call at No. 225 West 27th st.

SEAMSTRESS.—BY AN EXCELLENT, FINE, family seamstress, and will do chamber-work; has good City references. To be seen until engaged at No. 68 West 30th st., French Office.

SEAMSTRESS.—BY A COMPETENT SEAMSTRESS, or as maid for growing children or a lady; is willing and obliging; good reference. Apply at 118 East 41st st.

WAITRESS, OR CHAMBER-MAID AND Waitress.—By a very neat and tidy Scotch Protestant young woman; good waitress, also chamber-maid; will be highly recommended by her last lady in the City; very kind and obliging; would go to the country. Call at No. 335 4th av.

WAITRESS.—BY A COMPETENT YOUNG WOMAN as first-class waitress and chamber-maid; under stands her business in all its branches; best of reference from her last place; no objection to a short distance in the country. Can be seen at 139 West 19th st.

WAITRESS.—BY A PROTESTANT GIRL AS FIRST-class waitress; understands the care of silver and salad dressing perfectly; would go as chamber-maid; is competent to fill either situation; has best City reference. Apply at A. Pelton & Co.'s No. 645 6th av.

WAITRESS.—BY A YOUNG GIRL AS WAITRESS, or chamber-maid and waitress; can do either; two years' City reference from last place. Call at No. 315 East 31st st.

WAITRESS.—BY A YOUNG WOMAN AS FIRST-class waitress in a private family; best City reference from last place. Call at No. 116 West 19th st., rear first floor.

WAITRESS.—A FAMILY ABOUT TO LEAVE THE City wish to procure a situation as waitress, chamber-maid, or nurse for a competent woman. Apply at No. 37 West 36th st., between 10 and 12 o'clock.

MALES.

THE FREE EMPLOYMENT OFFICE OF the Bowery branch Young Men's Christian Association, No. 134 Bowery, furnishes employers promptly with all kinds of male labor free of charge; men forwarded to the country on receipt of fare. Call or address by letter (with stamp inclosed) Rev. JOHN DOOLY, General Secretary of the Bowery Branch.

COACHMAN AND USEFUL MAN.—BY A PROTestant single man, aged twenty-eight years; is a good driver and groom; also, good plain gardener, care cattle, milk, and do chores generally; good recommendations. Call at Carpenter's, No. 138 West 11th st., corner 6th av.

COACHMAN AND GROOM.—BY A SINGLE man who knows his business perfectly; is strictly sober; is a careful driver and good groom; willing and obliging; very best City reference from the last employer. Call or address J. R., private stable, No. 4 West 44th st., for two days.

COACHMAN.—BY A PROTESTANT YOUNG MAN; has over twenty-five months' reference from last place. Apply for three days at No. 50 West 10th st.

COACHMAN.—BY A YOUNG MAN, (COLORED;) has the best of references; thoroughly understands his business; is willing and obliging. Call or address George, for two days, at No. 227 East 20th st.

COACHMAN AND GARDENER.—BY A MAN aged thirty years, with best recommendations; can take care of and drive horses, do plain gardening, farm-work, operate all kinds agricultural machinery, care cattle, poultry, &c. Call at Carpenter's, No. 138 West 11th st., corner 6th av.

COACHMAN OR GROOM.—BY A RESPECTAble young Englishman; careful City driver. Address A. A. W., No. 233 West 22d st.

COOK.—BY A FIRST-CLASS COLORED MAN COOK; expert at his business in every respect; excellent City reference. Call or address G. B., No. 4 Dunham's court, West 33d st., between 6th and 7th avs.

MALE HELP,

All nationalities, for every capacity, at

ODELL'S,

No. 109 West 34th st., corner Broadway.

(ESTABLISHED 1852.)

GARDENER, &c.—BY A PROTESTANT MAN; married; two children; prefers rooms to live in; is an experienced flower and vegetable gardener; can force, prune, care hot and greenhouse, also hot and cold graperies; likewise care horses and cattle; best recommendations. Call at Carpenter's, No. 138 West 11th st., corner 6th av.

GARDENER.—BY A MARRIED GERMAN, WITH family, as gardener; understands the business in its various branches; good reference. Address Gardener, Box No. 213 *Times* Office.

USEFUL MAN.—BY A RESPECTABLE PROTESTant young man, who can take care of horses, harness, &c.; drive, milk, care cattle, do gardening, and other work about a place; has good City and country recommendations; wages moderate. Call at Carpenter's, No. 138 West 11th st., corner 6th av.

USEFUL MAN—HOUSE-WORK.—BY A MAN and wife; woman can do general house-work; man capable of taking care of horses and make himself generally useful; City or country; references. Address E., Box No. 115 *Times* Office.

WAITER.—BY A SWISS PROTESTANT YOUNG man; understands his duties thoroughly as first-class waiter; also willing to make himself useful; has no objection to the country; wages moderate. Apply at Odell's Swiss Labor Bureau, No. 109 West 34th st., corner Broadway.

WAITER.—BY AN ENGLISHMAN AS WAITER IN a private family; can give best recommendations from first-class families in this City. Can be seen for two days at No. 303 Madison av.

WAITER.—BY A RESPECTABLE MAN AS FIRST-class waiter in a private family; is thoroughly competent and well recommended. Apply at Bedell's, No. 340 4th av.

WAITER.—BY A RESPECTABLE COLORED MAN as private waiter in a private family; first-class reference. Inquire for Daniel Gibson, No. 214 West 35th st., rear.

WAITER.—BY A TRUSTWORTHY AND COMPEtent man; Protestant; good City references. Address Waiter, No. 621 6th av., corner of 37th st.

WAITER.—BY A MIDDLE-AGED MAN, PROTESTant, who thoroughly understands his business; City or country; able and willing to work; a short time from Europe. Address A. W. Blossett, Esq., No. 7 Broadway.

RELIGIOUS NOTICES.

FOR SALE—ONE OF THE MOST DESIRABLE pews in the Church of the Disciples, (Rev. Mr. Hepworth's.) Address Box No. 248 New-York Post Office.

MAUGAS—COURT DRESSES AND MANTLES, PATented.—No. 82 Rue Neuve-des-Petits Champs, corner of the Rue de la Paix, Paris.

SITUATIONS WANTED.

CLERKS AND SALESMEN.

CLERK IN A WHOLESALE OR COMMISSION house.—By a young man twenty-one years of age and one eighteen years old; references first class; both speak and write German. Address W. H. and J., care of A. Journeay, No. 51 Lispenard st.

FRENCH ADVERTISEMENTS

UNE FRANCAISE PROTESTANTE DESIRE se placer pour prendre soin de grands enfants et coudre. S'adresser No. 241 West 37th st.

HELP WANTED.

AGENTS WANTED TO SELL CLOTHES dampener; something new and important to housekeepers; useful article for dampening clothes, only 25 cents. ONDERDONK & CO., No. 405 Grand st.

WANTED—A GERMAN OR SWEDISH GIRL AS good cook, and to assist with coarse washing in a private family; must speak English, and have good City reference. Apply before 2 P. M. at No. 23 East 37th st.

WANTED—A PROTESTANT WOMAN TO TAKE the place of nurse and chamber-maid. Apply at No. 6 East 40th st., Wednesday, from 10 till 12:30.

WANTED—A COPYIST WHO UNDERSTANDS ENgrossing and copying legal papers. Address C. G., Box No. 114 *Times* Office.

AUCTION SALES.

Auction Sale of Rich Furniture.

Damaged and Partially Damaged

BY FIRE, WATER AND SMOKE.

To be sold at auction for account of whom it may concern,

On Thursday, Jan. 22, at 10 o'clock,

At 806 and 808 Broadway.

OPPOSITE 11TH ST.

Messrs. HERTS & CO. will dispose of their entire Stock of rich and elegant Cabinet Furniture, the sound value of which was over $80,000, and which was damaged or partially damaged by fire on the night of 10th inst. The stock embraces every variety of rich and plain parlor, chamber, library and dining-room suites, rich inlaid marqueterie, ebony bois de rose, satinwood and other cabinets, parlor tables, escritoires, music-stands, jardiniere, pedestals, easels, book-cases, wardrobes, armoires à glass, sideboards, hall stands, &c., a large portion of which are but slightly damaged or entirely free from damage. The entire stock will be sold as above without any reserve whatever, for account of whom it may concern. The sale will take place in the large show-rooms on second story, where the goods will be arranged for exhibition.

On Wednesday Morning.

NOTICE.—All purchases must positively be removed on or before Saturday, as the rebuilding of the premises will be commenced on Monday morning.

SHERIFF'S SALE—FRIDAY, JAN. 23, 1874, AT 11 o'clock A. M., on the premises of the

WOOLEN FACTORY

OF ADAM BROWN,

RAHWAY, N. J.

All the right, title, and interest to one run of millstones, one bolting-machine, and all other fixtures, implements, and machinery intended for the grinding of grain and used for that purpose in the mills; also, one water-wheel, attached to said mill, one Kellogg patent wool-picker, one Jenks' first breaker, with burr-machine attached; one Jenks' second breaker, with extra lickener and side draw-wheel attached; one Jenks' condensing card-machine, with extra lickener and side draw-wheel attached; one Jenks' double-geared spinning mule, 312 spindles, with bobbins, spools, &c., attached; one yarn-reel, two looms for weaving, together with hangers, gearing, belting, pulleys, shafting, &c., to drive the woolen machinery, and intended to be used for that purpose, and all other personal property intended to run said machinery.

A. MERWIN, Auctioneer.

BY BANGS, MERWIN & CO., AT THEIR sales-room No. 656 Broadway, near Bond st., on THURSDAY and FRIDAY, Jan. 22 and 23, at 4 o'clock P. M.—Sale of the valuable PRIVATE LIBRARY of the late Dr. Alfred Underhill, of this City, a collection comprising many valuable medical works, both new and old; English, American, and French periodicals, expensive anatomical plates, rare botanical and scientific works, desirable books in general literature.

Also, a lot of Surgical Instruments.

EDWARD M. BROWN, Auctioneer.

BY BROWN & SECCOMB.—THIS DAY, (Wednesday) Jan. 21, at 11:30 o'clock, within their store, Valencia and Lisbon Oranges, landing ex steam-ship Adriatic, on White Star Line dock. Also, steam-ship Macedonia, on Pier No. 20, North River. Fresh Palermo and Messina Oranges and Lemons, balance cargo steam-ship Columbia, landing on Pier No. 20, North River.

PROPOSALS.

TO UNDERTAKERS.

Sealed proposals will be received by the School Trustees of the Seventeenth Ward at the Hall of the Board of Education, corner of Grand and Elm sts., until TUESDAY, the 27th day of January, 1874, and until 3:30 o'clock P. M. on said day, for the removal and reinterment of the bodies and the remains of bodies that are buried in the grounds and of those deposited in the vaults on the premises in the rear of No. 42 1st st., between 1st and 2d avs.

Information in regard to the method and time of removal can be obtained at the office of the Superintendent of School Buildings, No. 146 Grand st., third floor.

Two responsible and approved sureties will be required from the successful bidder. Proposals will not be considered unless sureties are named.

The name of the party offering the proposal must be indorsed on the outside of the envelope containing said proposal.

The Trustees reserve the right to reject any or all of the proposals offered.

HENRY MERZ,
THEODORE H. MEAD,
ADAM WEBER,
OWEN MURPHY,
FRED. C. WAGNER,
Board of School Trustees Seventeenth Ward.

Dated New-York, Jan. 12, 1874.

BOARD OF EDUCATION.

Sealed proposals will be received by the School Trustees of the Seventh Ward, at the hall of the Board of Education, corner of Grand and Elm sts., until MONDAY, Jan. 26, 1874, and until 9:30 o'clock A. M. on said day, for furnishing sliding doors, &c., for Grammar School No. 12.

Specifications may be seen at the office of the Superintendent of School Buildings, No. 146 Grand st., third floor.

The name of the party offering a proposal must be indorsed on the outside of the envelope containing said proposal.

The Trustees reserve the right to reject any or all of the proposals offered.

DAVID HAYS,
LAWRENCE G. GOULDING,
JOHN H. BOSCHEN,
GEORGE G. HALLOCK,
JAMES W. McBARRON,
Board of School Trustees, Seventh Ward.

Dated New-York, Jan. 8, 1874.

PROPOSALS FOR SUPPLIES AND PRISON CLOTH.

Sealed proposals will be received by the Commissioners of Public Charities and Correction until 2 o'clock P. M. of Jan. 28, 1874, for supplies (groceries) and prison cloth.

For full information see the *City Record*. Copies for sale at No. 2 City Hall.

COPARTNERSHIP NOTICES.

COPARTNERSHIP NOTICE.

The copartnership of PIXLEY, ABELL, LANGLEY & BLAKE is dissolved this day in London.

The undersigned have associated themselves under the style of BLAKE BROTHERS & CO., OF LONDON, and are established at No. 62 GRESHAM HOUSE, OLD BROAD ST., LONDON. They solicit a general connection for business with their American friends. The London house have no interest or responsibilities in the BOSTON or NEW-YORK HOUSES.

STANTON BLAKE.
EDWARD LANGLEY.
FRANCIS BARRON BLAKE.
BLAKE BROS. & CO., of Boston.
BLAKE BROS. & CO., of New-York.

BOSTON, Jan. 1, 1874.

THE FIRM OF P. ROLLHAUS & CO. IS this day dissolved by mutual consent. The Fireplace, Heater, and Cooking Range business will be continued at the same place, No. 245 Water st., by PHILIP ROLLHAUS, Jr., who will settle all the [illegible] firm, and collect all bills due to the same. [illegible]

New-York, Jan. 3, 1874. [illegible]

SHIPPING.

PACIFIC MAIL STEAM-SHIP LINE.
GREAT REDUCTION IN RATES OF FREIGHT AND PASSAGE.

The magnificent steam-ships of this line will leave Pier No. 42 North River, New-York, for Aspinwall, at 12 o'clock noon, as follows:

Jan. 28—ACAPULCO, Capt. Gray, for passengers and freight.
Feb. 7—RISING STAR, Capt. Jones, for freight only.
Feb. 14—COLON, Capt. W. Hudson, for passengers and freight.

Connecting at Panama with the large and splendid steam-ships of this Line for San Francisco, and also connecting at the Isthmus with steamers for Central American and South Pacific ports.

RATES OF PASSAGE.
New-York to San Francisco, cabin, $100, or $110, currency, according to location.
New-York to San Francisco, steerage, $50, currency.
Steamers of this line for Japan and China leave San Francisco on the 1st of every month.
For freight and passage, or other information, apply at the Company's office, Pier No. 42 North River, foot of Canal st., New-York. H. J. BULLAY, Superintendent.
RUFUS HATCH, Vice President and Managing Director.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:
CITY OF BRUSSELS..........Saturday, Jan. 24, 10 A. M.
CITY OF MONTREAL..........Saturday, Jan. 31, 2 P. M.
CITY OF CHESTER..........Saturday, Feb. 7, 9 A. M.
CITY OF NEW-YORK..........Saturday, Feb. 14, 2 P. M.
CITY OF ANTWERP..........Saturday, Feb. 21, 9 A. M.
CITY OF BROOKLYN..........Saturday, Feb. 28, P. M.
and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.
CABIN, $70, $80, and $90, gold, according to accommodation. Round trip tickets at low rates.
STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.
Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.
Drafts issued at lowest rates.
For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.
For Steerage Passage, at No. 38 Broadway or Pier No. 45 North River. JOHN G. DALE, Agent.
O'DONNELL & FAULK, No. 402 Chestnut st., Philadelphia.
M. S. CREAGH, No. 102 State st., Boston.
F. C. BROWN, No. 32 South Clark st., corner Lake st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

WHITE STAR LINE,
FOR QUEENSTOWN AND LIVERPOOL, CARRYING UNITED STATES MAIL.
NEW AND FULL-POWERED STEAM-SHIPS.

Sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.
ADRIATIC..........SATURDAY, Jan. 24, at 10 A. M.
CELTIC..........SATURDAY, Jan. 31, at 3 P. M.
BALTIC..........SATURDAY, Feb. 7, 3 P. M.
OCEANIC..........SATURDAY, Feb. 14, at 3 P. M.
From White Star Dock, Pavonia Ferry, Jersey City.
Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.
Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.
Rates—Saloon, $80, gold; return tickets, $140, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.
Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.
Drafts from £1 upward.
For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.
R. J. CORTIS, Agent.

CUNARD LINE.

NOTICE.
With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for all seasons of the year.
On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 43 latitude, or nothing to the north of 43.
On the homeward passage, crossing the meridian of 50 at 42 latitude, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.	FROM BOSTON.
*Russia, Wedn'day, Jan. 21	Marathon, Sat'day, Jan. 24
Java, Wednesday, Jan. 28	Parthia, Saturday, Jan. 31
Abyssinia, Wed'y, Feb. 4	Atlas, Saturday, Feb. 7
Calabria, Wed'day, Feb. 11	Hecla, Saturday, Feb. 14
Algeria, Wed'day, Feb. 18	Olympus, Saturday, Feb. 21

And every following WEDNESDAY and SATURDAY from New-York. Steamers marked thus * do not carry steerage passengers. Cabin, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms. Steerage, $30, currency. Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports in the Continent, and for Mediterranean ports. For freight and cabin passage apply at the Company's office, No. 4 Bowling green. For steerage passage at No. 111 Broadway, Trinity Building.
CHAS. G. FRANCKLYN, Agent.

PASSENGERS PER STEAM-SHIP RUSSIA embark from the Cunard Wharf, foot of Grand st., Jersey City, at 8 A. M., on WEDNESDAY, Jan. 21, 1874.
CHAS. G. FRANCKLYN, No. 4 Bowling green, New-York.

EAGLE LINE.

UNITED STATES MAIL STEAM-SHIPS.
TO PLYMOUTH, CHERBOURG AND HAMBURG.
The elegant Clyde-built Iron Steam-ships will sail from New-York as follows:
HERDER, Capt. Fischer..........Jan. 27
GOETHE, Capt. Wilson..........Feb. 10
SCHILLER, Capt. Thomas..........Feb. 24
From Eagle Line pier, foot of 1st st., Hoboken. Rates of passage to
PLYMOUTH, LONDON, CHERBOURG, AND HAMBURG:
Cabin, first saloon, $120, gold; second saloon, $72, gold; steerage, $30, gold. Prepaid tickets from Hamburg, $36, currency.
The first and second saloons are on the same deck. The steerage is divided into sections for six to twenty persons, well lighted, and provided with dining tables.
For freight apply to FUNCH, EDYE & CO., No. 27 South William st. For passage
Apply to KNAUTH, NACHOD & KUHNE, General Agents, No. 118 Broadway.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL, ENG., DIRECT.
Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.
The steamers of this line will sail from Pier No. 18, East River, as follows:
ARRAGON, Western..........Wednesday, Feb. 4
GREAT WESTERN, Stamper..........Saturday, Feb. 21
CORNWALL, Gibson, to follow.
Cabin passage, $70 currency; intermediate, $45 currency; steerage, $30 currency. Parties wishing to send for their friends can obtain prepaid certificates. Drafts for £1 and upward. For freight or passage apply to
E. E. MORGAN'S SONS, No. 70 South st., New-York.

NATIONAL LINE.

Notice.—This Company takes the risk of insurance (up to $500,000 in gold) on each of its steamers, thus giving passengers the best possible guarantee for safety and avoidance of danger at sea.
The most southerly route has *always* been adopted by this company to avoid ice and headlands.
From Piers Nos. 44 and 47 North River.
TO QUEENSTOWN AND LIVERPOOL.
Greece, Sat., Jan. 24, 10 A. M. | Spain, Sat., Feb. 7, 9 A. M.
Italy, Sat., Jan. 31, 3 P. M. | Canada, Sat., Feb. 14, 3 P. M.
FORTNIGHTLY TO LONDON DIRECT.
HOLLAND, Bragg..........Wednesday, Feb. 4, at 3 P. M.
Cabin passage, $70 and $80, currency. Steerage, $29, currency. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool at the lowest rates. Apply at the company's office, No. 69 Broadway.
F. W. J. HURST, Manager.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.
The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:
PEREIRE..........Daure....Saturday, Jan. 24
AMERIQUE..........Pouzolz....Saturday, Feb. 7
EUROPE..........Lemarie....Saturday, Feb. 21
PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.
First cabin..........$125 | Second cabin..........$75
Excursion tickets at reduced rates.
American travelers going to, or returning from, the Continent of Europe, by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent, No. 58 Broadway.

FOR LIVERPOOL,
(VIA QUEENSTOWN,)
CARRYING THE UNITED STATES MAILS.
THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from
PIER NO. 46 NORTH RIVER, EVERY TUESDAY, as follows:
IDAHO, Capt. Moore..........Jan. 27, 1:30 P. M.
MANHATTAN, Capt. Price..........Feb. 3, 7 A. M.
MINNESOTA, Capt. Beddoe..........Feb. 10, 1:30 P. M.
WISCONSIN, Capt. Freeman..........Feb. 17, 6:30 A. M.
NEVADA, Capt. Forsyth..........Feb. 24, 12 M.
WYOMING, Capt. Guard..........March 3, 3 P. M.
Cabin passage, $80, gold.
Steerage passage, (Office No. 29 Broadway,) $30, currency.
For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall st.

ATLAS MAIL LINE.

BI-MONTHLY SERVICE TO HAYTI, VENEZUELA, CURACOA, MARACAIBO, JAMAICA, AND COLOMBIA.
First-class full-powered English-built iron screw steamers, from Pier No. 12 North River.
For HAYTI, CURACOA, VENEZUELA, and PORTO RICO.
CLARIBEL..........Jan. 30.
CORINTH..........Feb. 20.
For JAMAICA AND COLOMBIA.
ATLAS..........Jan. 30.
ETNA..........Feb. 17.
First-class passenger accommodation.
PIM, FORWOOD & CO., Agents. Nos. 56 Wall and 59 Pine sts.

FOR HAVANA.

NASSAU, PROGRESO, AND VERA CRUZ.
New-York and Mexican Mail Steam-ship Line, Leaving Pier No. 3 North River, at 3 P. M.
CITY OF HAVANA, (Havana direct)..........Jan. 22
CITY OF NEW-YORK, (Havana direct)..........Jan. 29
CITY OF MEXICO, (Havana and Mexico)..........Jan. 31
CITY OF MERIDA, (Havana via Nassau)..........Feb. 5
CUBA, (Havana direct)..........Feb. 7
For freight or passage apply to
F. ALEXANDRE & SONS, No. 33 Broadway.

FOR NASSAU, N. P.,
STEAM-SHIP CITY OF MERIDA
Will leave Pier No. 3 North River, Feb. 5, at 3 P. M.
F. ALEXANDRE & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.
Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best [illegible]

SHIPPING.

CARDIFF LINE.

NEW-YORK TO CARDIFF.
The South Wales Atlantic Steam-ship Company's New, First-Class, Full-Powered Clyde-Built Steam-ships
Will sail from Pennsylvania Railroad Wharf, Jersey City:
ANDES, (chartered,)..........Jan. 24
DELTA..........Feb. 7
GLAMORGAN..........Feb. 28
PEMBROKE..........March 14
Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel, and all other points in England.
These steam-ships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of
CABIN AND STEERAGE PASSENGERS.
First Cabin..........$75 and $80 currency.
Second Cabin..........$55 currency
Steerage..........$30 currency.
Prepaid steerage certificates from Cardiff..........$33
Drafts for £1 and upward.
For further particulars apply in Cardiff at the Company's Offices, No. 1 Dock Chambers, and in New-York to
ARCHIBALD BAXTER & CO., Agents, No. 17 Broadway.

FOR SAVANNAH, GA.
THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS, AND SATURDAYS.
THE STEAM-SHIPS
HERMAN LIVINGSTON, Capt. Mallory, THURSDAY, Jan. 22, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling green.
SAN JACINTO, Capt. Hazard, SATURDAY, Jan. 24, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling green.
HUNTSVILLE, Capt. Crowell, SATURDAY, Jan. 24, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent, No. 93 West st.
VIRGO, Capt. Bulkley, TUESDAY, Jan. 27, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents, No. 62 South st.
Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading, in connection with Central Railroad of Georgia, to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight Line.
GEORGE YONGE, Agent Great Southern Freight Line, No. 409 Broadway.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE,
FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.
SAILING TUESDAY, THURSDAY AND SATURDAY from Pier No. 29 North River.
SOUTH CAROLINA, Capt. J. T. Beckett, Thursday, Jan. 22.
CHARLESTON, Capt. Jas. Berry, Saturday, Jan. 24.
JAMES ADGER, Capt. T. J. Lockwood, Tuesday, Jan. 27.
Superior accommodations for passengers.
☞ Insurance by this line ONE-HALF PER CENT. Goods forwarded free of commission.
Passage tickets and bills of lading issued and signed at the office of
JAMES W. QUINTARD & CO., Agents, No. 177 West st., (corner of Warren,) Or W. P. CLYDE & CO., No. 6 Bowling green.
Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of
BENTLEY D. HASELL, General Agent Great Southern Freight Line, No. 317 Broadway.

FOR ST. THOMAS AND BRAZIL.
THE UNITED STATES AND BRAZIL MAIL STEAM-SHIP COMPANY.
Regular mail steamers SAILING 23D OF EVERY MONTH, making close connections at RIO DE JANEIRO with the English and French Mail Steamships for MONTEVIDEO and BUENOS AYRES.
The splendid steam-ship MERRIMACK, Capt. W. Wier, will sail from PIER No. 43 NORTH RIVER, on FRIDAY, Jan. 23, at 3 P. M., calling at ST. THOMAS, PARA, PERNAMBUCO, BAHIA, and RIO DE JANEIRO, going and returning.
First cabin passage to St. Thomas, $100; to Para, $150; to Pernambuco, $200; to Bahia, $210, and to Rio de Janeiro, $225, gold. Steerage half price. EXCURSION TICKETS, good for six months, at three quarters of above rates.
Freights greatly reduced.
Apply to WM. R. GARRISON, No. 5 Bowling green.

NEW-YORK AND HAVANA DIRECT MAIL LINE.
These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar st.,) for Havana direct, as follows:
Steam-ship WILMINGTON, Holmes, Jan. 20.
Steam-ship MORRO CASTLE, Morton, Jan. 27.
Steam-ship CRESCENT CITY, Curtis, Feb. 3.
For freight or passage (having magnificent accommodations) apply to
WM. P. CLYDE & CO., No. 6 Bowling-green.
D. McKellar, Agent in Havana.
March 31, 1873.

ANCHOR LINE
Steamers sail from Pier No. 20 North River, foot of Dey st., every WEDNESDAY AND SATURDAY.
Passengers booked at lowest rates to and from Glasgow, Liverpool, Londonderry, London, Belfast, Paris, Hamburg, Bremen, &c. Company's office, No. 7 Bowling green, New-York. HENDERSON BROTHERS, Agents.

RAILROADS.

PENNSYLVANIA RAILROAD,

THE GREAT TRUNK LINE AND UNITED STATES MAIL ROUTE.
Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:
Express for Harrisburg, Pittsburg, the West and South, with Pullman palace cars attached, 9:30 A. M., 5 and 8:30 P. M. Sunday, 5 and 8:30 P. M.
For Baltimore, Washington, and the South, at 8:40 A. M., 3 and 9 P. M. Sunday, 9 P. M.
Express for Philadelphia, 8:40, 9:30, A. M., 12:30, 3, 4, 5, 7, 8:30, 9 P. M., and 12 night. Sunday 5, 6, 10, 8:30, and 9 P. M. Emigrant and second class, 7 P. M.
For Trenton at 7:20 A. M., 2, 3, 10, and 6:10 P. M. Sunday 6:10 P. M.
For Newark at 6, 6:30, 7:20, 7:40, 8, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 5, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, and 8:10 P. M.
For Elizabeth, 6, 6:30, 7:20, 7:40, 8, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8:10, 10, 11:30 P. M., and 12 night. Sunday 5:20, 6:10, and 8:10 P. M.
For Rahway, 6, 6:30, 7:20, 8, 10 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 8:10, 10 P. M., and 12 night. Sunday 5:20 and 6:10 P. M.
For Woodbridge, Perth Amboy, and South Amboy, 6 and 10 A. M., 2:30, 4:10, and 6 P. M.
For New-Brunswick, 7:20 and 8 A. M., 12 M., 2, 3:10, 4:30, 5:20, 6:10, 7, P. M., and 12 night. Sunday 6:10 P. M.
For East Millstone, 8 A. M., 12 noon, and 4:30 P. M.
For Lambertville and Flemington, 9:30 A. M. and 3 P. M.
For Phillipsburg and Belvidere, 3 and 4 P. M.
Accommodation for Bordentown, Burlington, and Camden, 7:20 and 9:30 A. M., 12:30, 2, 3:10, 4, and 6:10 P. M.
For Freehold, 7:20 A. M., 2 and 4 P. M.
For Farmingdale and Squan, 7:20 A. M. and 2 P. M.
For Pemberton and Camden, 6 A. M. and 2:30 P. M.
Trains arrive as follows: From Pittsburg, 6:50 A. M., 12:35 and 7:35 P. M., daily; 11:55 A. M. daily, except Monday. From Washington and Baltimore, 6:05 A. M., 5:15 and 10:27 P. M. Sunday 6:05 A. M. and 10:27 P. M. From Philadelphia, 5:22, 6:05, 6:50, 10:15, 11:55 A. M., 2:15, 5:15, 6:05, 8:44, 10:27 P. M. Sunday 5:22, 6:05, 6:50, 11:55 A. M. and 10:27 P. M.
Ticket-offices, Nos. 526, 435, 271, and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket-office, No. 8 Battery place.
A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY.
ALLENTOWN LINE TO THE WEST.
Passenger and Freight Station in New-York, foot of Liberty st. Connects at Somerville, with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also to Central Pennsylvania and New-York State.
WINTER ARRANGEMENT.
Commencing Dec. 1, 1873.—Leave New-York as follows:
5:15 A. M.—News Train for Easton, Bethlehem, Bath, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, &c.
6 A. M.—Way Train for Plainfield.
7 A. M.—Way Train for Flemington, Easton, Belvidere, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mount Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.
9 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington, at Easton for Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, &c., with through cars to Danville, Williamsport, &c.
10:30 A. M.—Way Train for Somerville.
12:40 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.
2:30 P. M.—Way train for Easton, Allentown, and Belvidere.
3:30 P. M.—Way train for Plainfield.
4 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.
4:30 P. M.—Way train for Somerville and Flemington.
5 P. M.—Way train for Somerville.
5:15 P. M.—Way train for Plainfield.
5:30 P. M.—Evening Express, daily, for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.
6 P. M.—Way train for Somerville.
6:40 P. M.—For Plainfield.
7:30 P. M.—(Emigrant)—For Easton.
9:15 P. M.—Way train for Somerville.
11:45 P. M.—For Plainfield.
For Elizabeth at 5:15, 6, 6:20, 6:40, 7, 7:30, 8, 8:45, 9, 9:30, 10:30, 11:15 A. M.; 12 M.; 12:40, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 6:40, 7:15, 7:30, 8:15, 9:15, 10:30, 11:45 P. M.
R. E. RICKER, Superintendent and Engineer.
H. P. Baldwin, General Passenger Agent.

SOUTH-SIDE RAILROAD.
NOTICE.
On and after Dec. 1, 1873, trains will leave South 8th st., Brooklyn, as follows, Sundays excepted:
For Patchogue, and intermediate stations, at 9:30 A. M. and 4 P. M.
For Islip, and intermediate stations, at 9:30 A. M., and 4 and 5 P. M.
For Babylon, and intermediate stations, at 9:30 A. M., and 1:30, 4, 5, and 6 P. M.
For Merrick, and intermediate stations, at 9:30 A. M., and 1:30, 4, 5, 6, and 7 P. M.
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RAILROADS.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—After Nov. 2, 1873, through trains will leave Grand Central Depot:
8:00 A. M., Chicago and Northern Express, with drawing-room cars through to Rochester and St. Albans.
10:30 A. M., special Chicago Express, with drawing-room cars to Rochester, Buffalo, &c.
10:45 A. M., Northern and Western Express.
3:40 P. M., Albany and Troy Express, Saturday only.
4:00 P. M., Montreal Express, with sleeping cars from New-York to St. Albans.
6:00 P. M., Express, daily, with sleeping cars for Watertown and Canandaigua.
8:00 P. M., Pacific Express, daily, with sleeping cars for Rochester, Buffalo, and Niagara Falls; also for Chicago, via both L. S. and M. C. Railroads.
11:00 P. M., Express, with sleeping cars for Troy and Albany. Way trains as per Local Time Table.
C. H. KENDRICK, General Passenger Agent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.
After Jan. 1, 1874, trains leave Grand Central Depot (42d st.) for New-Canaan Railroad at 8:05 A. M., 1, and 5:10 P. M.; Danbury and Norwalk Railroad at 7:10, 8:05 and 9:05 A. M., 3 and 4:38 P. M.; Naugatuck Railroad at 8:05 A. M., 12 M., and 3 P. M.; Housatonic Railroad at 8:05 A. M. and 3 P. M.; New-Haven and Northampton Railroad at 8:05 A. M. and 3 P. M.; New-Haven, Middletown and Willimantic Railroad at 8:05 A. M. and 3 P. M.; Boston and Albany Railroad at 8:05 and 10 A. M., 3 and 8:10 P. M., (7 P. M. on Sunday;) Boston (via Shore Line) at 1 and 9:10 P. M, (9:10 P. M. on Sundays.)
Way trains as per local time tables.
J. T. MOODY, Superintendent New-York Division.
E. M. REED, General Superintendent, New-Haven.

STEAMBOATS.

NEW CHEAP ROUTE TO TEXAS.—THE "Iron Mountain route" is now finished from St. Louis, through Missouri and Arkansas, to Texarkana, in Texas, where it connects with the Texas and Pacific and International Railroads for all points in Texas. This line is 140 miles shorter than any other from St. Louis, and has reduced the passenger rates very materially.
The time through is much quicker, and altogeter it is the best route to Arkansas and Texas.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays,) at 3 o'clock P. M. All persons are forbid trusting any one on account of these steamers.
W. H. GOODSPEED, Vice President.
Saxton & Seabury, Freight Agents, No. 112 South st. June 1, 1873.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon.

NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., (except Sundays,) connecting with road.

BANKRUPT NOTICES.

THIS IS TO GIVE NOTICE—THAT, ON THE 16th day of January, A. D. 1874, a warrant in Bankruptcy was issued against the estate of PORTEUS B. ROBERTS, of New-York City, in the County of New-York, and State of New-York, who has been adjudged a bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such bankrupt, to him or for his use, and the transfer of any property by him, are forbidden by law; that a meeting of the creditors of the said bankrupt, to prove their debts and to choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at No. 7 Beekman street, corner of Nassau street, Rooms Nos. 1 and 2, before Mr. James F. Dwight, Register, on the 12th day of February, A. D. 1874, at 1 o'clock P. M.
OLIVER FISKE, United States Marshal, as Messenger, Southern District of New-York.

THIS IS TO GIVE NOTICE, THAT ON THE 17th day of January, A. D. 1874, a warrant in Bankruptcy was issued against the estate of WILLIAM C. KIMBALL and MARSHALL C. BARKER, of the City of New-York, in the County of New-York and State of New-York, who have been adjudged bankrupts on their own petition; that the payment of any debts and delivery of any property belonging to such bankrupts, to them or for their use, and the transfer of any property by them, or either of them, are forbidden by law; that a meeting of the creditors of the said bankrupts to prove their debts and to choose one or more assignees of their estate will be held at a Court of Bankruptcy, to be holden at Nos. 12 and 14 John street, in the City of New-York, before Edgar Ketchum, Esq., Register, on the 31st day of January, A. D. 1874, at 12 o'clock M.
OLIVER FISKE, United States Marshal, as Messenger, Southern District of New-York.

THIS IS TO GIVE NOTICE, THAT ON THE 13th day of January, A. D. 1874, a warrant in bankruptcy was issued against the estate of JACOB HAYS, NATHAN FRANKEL, and FREDERICK HAYS, of the City of New-York, in the County of New-York and State of New-York, who have been adjudged bankrupts on their own petition; that the payment of any debts and delivery of any property belonging to such bankrupts to them or either of them, or for their use or the use of either of them, and the transfer of any property by them or either of them are forbidden by law; that a meeting of the creditors of the said bankrupts to prove their debts, and to choose one or more assignees of their estate, will be held at a Court of Bankruptcy, to be holden at No. 345 Broadway, in the City of New-York, before John Fitch, Register, on the 30th day of January, A. D., 1874, at 2 o'clock P. M. OLIVER FISKE, United States Marshal, as Messenger, Southern District of New-York.

DISTRICT COURT OF THE UNITED STATES for the Southern District of New-York.—In the matter of THE UNION NAVIGATION COMPANY, bankrupt.—In Bankruptcy.—A warrant in bankruptcy has been issued by said Court against the estate of The Union Navigation Company, of the County of New-York, of the State of New-York, in said district, adjudged bankrupt upon the petition of its creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt, to it or to its use, and the transfer of any property by it, are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts and choose one or more assignees of its estate, will be held at a Court of Bankruptcy to be holden at No. 4 Warren street, in the City of New-York, in said district, on the 2d day of February, A. D. 1874, at 1 o'clock P. M., at the office of Isaiah T. Williams, Esq., one of the Registers in Bankruptcy of said Court.
OLIVER FISKE, Marshal—Messenger.

IN BANKRUPTCY.—IN THE DISTRICT COURT of the United States for the Southern District of New-York.—In the matter of ABRAM H. MILLER, bankrupt.—Notice is hereby given that a petition has been filed in said court by Abram H. Miller, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts, and other claims provable under said act, and that the 30th day of January, 1874, at 12 o'clock M., at the office of John Fitch, Register in Bankruptcy, No. 345 Broadway, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest may attend and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, on the 6th day of January, 1874. GEO. F. BETTS, Clerk.
J. E. Ludden, Attorney for Petitioner, No. 102 Nassau street, New-York. ja7-1aw3wW*

IN BANKRUPTCY.—IN THE DISTRICT COURT of the United States for the Southern District of New-York.—In the matter of WILLIAM W. HULST, bankrupt.—Notice is hereby given that a petition has been filed in said court by William W. Hulst, of the City of New-York, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts and other claims provable under said act, and that the 29th day of January, 1874, at 11 o'clock A. M., at the office of Isaiah T. Williams, Esq., Register in Bankruptcy, No. 4 Warren street, in the City of New-York, is assigned for the adjourned hearing of the same, when and where all creditors who have proved their debts, and other persons in interest, may attend, and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, on the 6th day of January, 1874. GEO. F. BETTS, Clerk.
ja7-1aw3wW

DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of RAYMOND S. PERRIN and ISAAC A. HANCE, bankrupts.—At the City of New-York, in said district, the 5th January, 1874.—Notice is hereby given that a petition has been filed in said Court by Raymond S. Perrin, of the City of New-York, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts and other claims provable under said act, and that a hearing will be had upon the said petition for the 29th day of January next, at 12 o'clock M., before said Court, sitting in Chambers, before Mr. James F. Dwight, one of the Registers of said Court in Bankruptcy, at the office of said Register, at No. 7 Beekman street, in said City of New-York; and all creditors who have proved their debts, and other persons in interest, may attend, and show cause, if any they have, why the prayer of said petition should not be granted. GEORGE F. BETTS,
ja7-1aw3wW Clerk of the District Court.

NO. 4,364.—IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of JAMES J. LAWLER and BONHEIM BIRNBAUM, bankrupts.—In Bankruptcy.—Before Mr. Henry Wilder Allen, Register in Bankruptcy.—Southern District of New-York, ss.—At the City of New-York, the 3d day of January A. D. 1874.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of James J. Lawler and Bonheim Birnbaum, of New-York, in the County of New-York and State of New-York, within said district, who have been adjudged bankrupts upon the petition of their creditors by the District Court of said district.
NOBLE HEATH, Jr., Assignee.
P. H. Vernon, Attorney for Assignee, No. 160 Broadway. ja7-1aw3wW*

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of WILLIAM P. BRECK and WILLIAM B. SCHERMERHORN, bankrupts.—In Bankruptcy.—Before Isaiah T. Williams, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of the estate of William P. Breck and William B. Schermerhorn, heretofore carrying on business as partners under the firm name of Breck & Schermerhorn, in the City of New-York, in the County of New-York, and State of New-York, within said district, who have been adjudged bankrupts, upon their own petition, by the District Court of said district. —Dated at New-York City, the 6th day of January, A. D., 1874. GEORGE H. CAREY, Assignee, No. 65 Wall st., New-York City.

IN THE DISTRICT COURT OF THE UNITED States, for the Southern District of New-York.—In the matter of SAMSON STARK and LEOPOLD STARK, bankrupts.—In Bankruptcy.—Before John Fitch, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of the estate of Samson Stark and Leopold Stark, of New-York, in the County of New-York and State of New-York, within said district, who have been adjudged bankrupt upon a creditor's petition by the District Court of said district.—Dated at New-York City, the 6th day of January, A. D. 1874. AARON STERN, Assignee.
William Strauss, Solicitor for Petitioning Creditors, No. 261 Broadway. ja7-1aw3wW*

IN THE DISTRICT COURT OF THE UNITED States, District of New-Jersey.—In the matter of JAMES P. BRADLEY, Bankrupt.—In Bankruptcy.—To whom it may concern. You are hereby notified that a second general meeting of the creditors of the above-named bankrupt will be held at Newark, in said district, on the second day of February, A. D. 1874, at 10 o'clock, A. M., at the office of Staats S. Morris, Esq., one of the Registers in Bankruptcy in said district, (No. 661 Broad street,) for the purposes mentioned in the twenty-seventh section of the Bankrupt Act of March 2, 1867. E. N. MILLER, Assignee.

DANCING.

A. DODWORTH'S PRIVATE CLASSES FOR DANCING, No. 212 5th av., corner 26th st., are now open for the season. Send for circular.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the Times Up-Town Office,
No. 54½ West 32d st., junction Broadway and 6th av.,
And the Times West-Side Office,
No. 308 West 23d st., corner of 8th av.
NO EXTRA CHARGE WHATEVER.

A PONY TURN-OUT FOR SALE.—I WILL sell my pony top phaeton, harness, and robe; pony seven years old, beautiful flowing mane and tail, 13½ hands high, warranted sound and kind in all harness, free from all vice, warranted to trot in 3:30; can be drove by the most timid lady or child; imported by myself from Wales; is one of the handsomest in the country; phaeton by a first-class City maker. I will sell at a sacrifice. Apply at private stable No. 161 East 28th st.

JERSEY CATTLE—PRIZE HERD—GOLD MEDAL. A small, choice herd of Jersey cattle, consisting of two bulls, three cows, and a heifer calf; pure blood, very handsome, which have lately taken a herd prize gold medal; would be sold, the whole herd together, for $1,200. Apply to J. W. OWENS, Mr. Schieffelin's place, Tarrytown, N. Y.

FOR SALE—A HANDSOME LANDAU BUILT BY Brewster, of Broome st., and used but a few times; also a large Westchester rockaway in perfect order; will be sold cheap. Address W. G., Box No. 139 *Times* Office.

HORSE BLANKETS AND CARRIAGE ROBES, SLEIGH BELLS.—A LARGE ASSORTMENT IN ALL GRADES WILL BE FOUND AT HARMER, HAYES & CO.'S, No. 72 Beekman st.

BOARDING AND LODGING.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the Times Up-Town Office,
No. 54½ West 32d st., junction Broadway and 6th av.,
And the Times West-Side Office,
No. 308 West 23d st., corner of 8th av.
NO EXTRA CHARGE WHATEVER.

NEWLY AND HANDSOMELY FURNISHED rooms to let to gentlemen, without board, in a private family; location first class. No. 37 East 19th st., between Broadway and 4th av.

NO. 9 WEST 39TH ST.—A NICELY-FURNISHED third-story front and hall room, connecting, to let with board. Unexceptionable references given and required.

ELEGANT LARGE FURNISHED ROOM for gentlemen; also, smaller; desirable location; rent low. No. 216 East 10th st.

NO. 50 WEST 19TH ST.—FOR GENTLEMEN—Three handsomely-furnished single rooms for gentlemen only; strictly first-class house and table.

NO. 29 WEST 21ST ST.—A HANDSOME SUITE of rooms on third floor, together or separately. Also a room on fourth floor. References.

NO. 32 WEST 19TH ST.—TWO CONNECTING rooms, second floor, to rent, with board, to one or two adults; reference.

ELEGANT SECOND FLOOR, EN SUITE OR separately; board or private table; also, front hall room, (sunny.) No. 33 West 33d st., near 5th av.

SEVENTEENTH ST.—ELEGANT ROOMS WITHOUT board, for gentlemen only. No. 101 East 17th st., near Union square.

A HANDSOME PARLOR AND ALCOVE AND hall room, third floor front, with board; references. No. 30 East 35th st.

BOARD WANTED.

WANTED—BY A LADY A HANDSOMELY FURNISHED apartment, consisting of parlor, bedroom, bath, and room for maid, with board for self, husband when in town, (one or two days of week,) child of four and maid. Must be on or near 5th av., between 28th and 34th sts. Price, about $300 per month. Address immediately No. 8 Sturtevant House.

FOR A FAMILY OF SEVEN ADULTS FROM 1st of February; private family preferred; will require four bedrooms, private parlor; location central. Address C. B., Box No. 695 Post Office.

LEGAL NOTICES.

NEW-YORK SUPREME COURT—CITY AND County of New-York.—CHARLES C. GOODHUE and Charles E. Butler, as Trustee of Gerard H. Coster, plaintiffs, against NAFTALI K. ROSENFELD, Joseph Smith, Richard Thornton Wilson, George H. C. Salter and Mary E. Salter, his wife, and Albert E. Salter and Ann Salter, his wife, (she being sued by the name of Ann because the plaintiffs are ignorant of her real name,) defendants.—Summons—For relief.—(Com. not ser.)—To the defendants above named and each of them: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the Court-house in the City of New-York, and to serve a copy of your answer to the said complaint, on the subscribers, at their office, at No. 52 Wall street, in said City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the court for the relief demanded in the complaint.—Dated New-York, Dec. 22, 1873.
EVARTS, SOUTHMAYD & CHOATE, Plaintiffs' Attorneys.
The complaint in the above-entitled action was duly filed in the office of the Clerk of the City and County of New-York, at the Court-house in said City, on the 22d day of December, 1873.
EVARTS, SOUTHMAYD & CHOATE,
ja7-1aw14wW Plaintiffs' Attorneys.

SUPREME COURT OF THE STATE OF New-York—City and County of New-York.—HENRY JOSEPH, plaintiff, against MARY JOSEPH, defendant. Summons for relief, (Com. not served.)—To the defendant: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the County Court-house, in said City, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 49 Wall street, in said City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the complaint within the time aforesaid, the plaintiff in this action will apply to the court for the relief demanded in the complaint.—Dated New-York, Dec. 23, 1873. GEO. H. YOUNG, Plaintiff's Attorney.
The complaint in the above-entitled action was filed in the office of the Clerk of the City and County of New-York, at the County Court-house, in the City of New-York, on the 23d day of December, 1873.
GEO. H. YOUNG, Plaintiff's Attorney.
d31-1aw6wW*

NEW-YORK SUPREME COURT.—MATILDA E. MALMBERG, plaintiff, against JOHN A. MALMBERG, defendant.—Summons.—for relief. (Com. not served.—To the defendant: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the Court-house in said City, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 59 Wall street, within twenty days after the service of this summons on you, exclusive of the day of such service, and if you fail to answer the said complaint within the time aforesaid the plaintiff in this action will apply to the court for the relief demanded in the complaint.—Dated New-York City, Jan. 6, 1874.
SEARGENT P. STEARNS, Plaintiff's Attorney, No. 59 Wall street.
The complaint in the above-entitled action was duly filed in the office of the Clerk of the City and County of New-York, at the Court-house in said City, on the 13th day of January, 1874. SEARGENT P. STEARNS,
ja14-1aw6wW* Plaintiff's Attorney.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against RICHARD WARREN WESTON, late of the City of New-York, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Horace Gray, Esq., No. 64 South st., in the City of New-York, on or before the 31st day of July next.—Dated New-York, the 16th day of January, 1874.
HORACE GRAY, GEORGE CABOT WARD, B. FRANK SMITH, } Executors of Richard Warren Weston.
Martin & Smith, Proctors for Executors, No. 31 Nassau st., New-York.
ja21-1aw6wW*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against AUGUSTUS WHITING, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of business, at the office of Messrs. Martin & Smith, No. 31 Nassau-street, in the City of New-York, on or before the 20th day of February next.—Dated, New-York, the 12th day of August, 1873.
SARAH S. WHITING, } Executrix and
AUGUSTUS WHITING, } Executor.
Martin & Smith, Proctors, No. 31 Nassau-st., New-York. au13-1aw6mW.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York.—Notice is hereby given to all persons having claims against WILLIAM S. ROSS, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of the New-York Gas-light Company, No. 157 Hester street, in the City of New-York, his place of transacting business, on or before the 20th day of June next.—Dated New-York, the 15th day of December, 1873.
d17-1aw6mW* CORNELIUS P. ROSS, Executor.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against ROBERT JAMES DILLON, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of Abraham R. Lawrence, Jr., No. 25 Nassau-street, in the City of New-York, on or before the 26th day of January next.—Dated New-York, the 21st day of July, 1873.
BENJAMIN H. HUTTON, } Execu-
jy23-1aw6mW TOWNSEND B. BALDWIN, } tors.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS H. FAILE, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 130 Water street, in the City of New-York, on or before the 21st day of April next.—Dated New-York, the 21st day of October, 1873.
THOMAS H. FAILE, Jr., CHARLES V. FAILE, EDMUND PENFOLD, Executors.
o22-1aw6mW*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against SETH ELY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to Henry C. Ely, No. 143 Front street, in the City of New-York, on or before the 15th day of May next.—Dated New-York the 29th day of October, 1873.
ADELAIDE S. ELY, Administratrix.
n12-1aw6mW* HENRY C. ELY, Administrator.

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against CHARLES HENSCHEL, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 36 Beaver st., in the City of New-York, on or before the second day of March, 1874.—Dated New-York, the 25th day of August, 1873.
au27-1aw6mW* GUSTAVUS W. FABER, Executor.

MARBLE MANTELS.

S. KLABER & CO.'S STEAM MARBLE WORKS, Nos. 217-223 West 51st st., between Broadway and 8th av. Marble and marbleized mantels, wainscoting, furniture slabs, counters, &c., tiling, monuments, head-stones, &c.; plumbers' slabs a specialty; [illegible]

AMUSEMENTS.

UNION SQUARE THEATRE.
Begins at 8; over at 11. Saturday Matinée at 1:30.
Proprietor..........Mr. SHERIDAN SHOOK
Manager..........Mr. A. M. PALMER
SEVENTH WEEK AND UNDIMINISHED SUCCESS of Mr. Boucicault's new play,

LED ASTRAY.

There is no DIMINUTION in the interest of the public in this MOST CHARMING PLAY, the house being crowded to the doors at every performance. SEATS MAY BE SECURED FOUR WEEKS IN ADVANCE.

In the presentation of this beautiful play, which a leading critic declares to be "Worthy of a Parisian stage," the following favorite artists take part: Miss Rose Eytinge, Miss Emily Mestayer, Mrs. Marie Wilkins, Miss Kate Claxton, Miss Eliza Weathersby, Miss Kate Holland, Mr. Charles R. Thorne, Mr McKee Rankin, Mr. Stuart Robson, Mr. H. W. Montgomery, Mr. Claude Burroughs, Mr. W. H. Wilder, Mr. W. S. Quigley.

SATURDAY, JAN. 24, AT 1:30, EIGHTH MATINEE OF LED ASTRAY.
Box-office open from 8 A. M. to 11 P. M.
Careful attention paid to orders by mail or telegraph.
This establishment does not advertise in the New-York *Herald*.

ACADEMY OF MUSIC.
C. D. HESS and MAURICE GRAU..........Directors
KELLOGG GRAND ENGLISH OPERA, SEVEN NIGHTS and TWO MATINEES, COMMENCING WEDNESDAY, Jan. 21.
WEDNESDAY EVENING, Jan. 21.
LUCIA DI LAMMERMOOR.
Miss Kellogg..........as..........Lucia
Theodore Habelmann, Wm. Carlton, G. F. Hall, W. H. Tilla, Mr. Fenich, Miss Starbird.
THURSDAY EVENING, Jan. 22,
MARTHA.
Miss Kellogg..........as..........Lady Henrietta
Mrs. Zelda Seguin, Joseph Maas, G. F. Hall, Edward Seguin, Thomas Bartleman.
FRIDAY EVENING, Jan. 23,
MARITANA.
Mme. Jennie Van Zandt, Mrs. Seguin, Wilford Morgan, Wm. Carlton, W. White, Mrs. White.
SATURDAY, Jan. 24—GRAND KELLOGG MATINEE
BOHEMIAN GIRL.
Miss Kellogg..........as..........Arline
FULL CHORUS and GRAND ORCHESTRA.
Mr. Frank A. Howson..........Musical Director
Admission, $1; Reserved Seats, $1 extra; Boxes, $8 and $10, according to location; Family Circle, 50 cents.
Box-office now open at Academy of Music and Nos. 701 and 114 Broadway.

BOOTH'S THEATRE. LESSEE, J. B. BOOTH.
SECOND WEEK OF Mrs. J. B. BOOTH,
Who will appear as
DIANE BERARD
IN ADOLPH BELOT'S
powerfully wrought and realistic drama
THE FEMME DE FEU!
Her impersonation of which has elicited the most ENTHUSIASTIC AND RAPTUROUS APPLAUSE demanding her appearance before the curtain FIVE TIMES ON EACH EVENING OF ITS REPRESENTATION.
ALL THE COMPANY IN THE CAST
NEW and APPROPRIATE SCENERY,
ORIGINAL and SELECTED MUSIC,
NOVEL and INTRICATE MECHANICAL EFFECTS,
and the unrivaled sensation scene of the
PHOSPHORESCENT SEA!
SATURDAY, Jan. 24, at 1:30.
GRAND MATINEE PERFORMANCE OF THE FEMME DE FEU!
MRS. J. B. BOOTH..........as..........Diane Berard
Seats secured in advance at the theatre, and at the music store of C. H. Ditson & Co., No. 711 Broadway.

THE EIGHTEENTH ANNUAL
CHARITY BALL,
FOR THE BENEFIT OF THE
NURSERY AND CHILD'S HOSPITAL,
WILL BE GIVEN
AT THE
CADEMY OF MUSIC.
THURSDAY, FEB. 5, 1874,
UNDER THE USUAL MANAGEMENT.

STEINWAY HALL.
GRAND FAREWELL COMBINATION CONCERTS.
MONDAY and TUESDAY EVENINGS, Jan. 26 and 27.
WIENIAWSKI, MAUREL,
and
THEO. THOMAS,
with his unrivaled Orchestra.
Tickets, $1; reserved seats, 50 cents extra. Sale of seats will commence Thursday morning, Jan. 22, at Nos. 701 and 114 Broadway, and at the Hall.

HOW TO LEARN TO
SPEAK FRENCH FLUENTLY.
FREE LECTURE.
BY PROF. ETIENNE LAMBERT.
THURSDAY NIGHT AT 8.
NEW ELEMENTARY FRENCH CLASSES.
Thursday at 3:30. Friday at 7:30.
IDIOMATIC CLASS DAILY AT 11.
23D ST. and 6TH AV.
☞ Ladies especially invited. First lesson free.

MUSICAL.

200 PIANOS AND ORGANS, New and Second-hand, of First-class Makers, *will be sold at Lower Prices for cash, or on Installments, or for rent, in City or Country, during this Financial Crisis,* by HORACE WATERS & SON, No. 481 Broadway, than ever before offered in New-York. Agents wanted *for the sale of* Waters' Celebrated Pianos, Concerto and Orchestral Organs. Illustrated Catalogues Mailed. Great inducements to the Trade. A large discount to Ministers, Churches, Sunday-Schools, Etc.

LIGHTE & ERNST, SOLE SUCCESSORS TO Lighte, Newton & Bradbury, would respectfully invite attention to their splendid stock of Piano-fortes, which they offer for sale throughout the holidays at greatly reduced prices for cash and on easy monthly payments, at their new warerooms, No. 12 East 14th st.

A LARGE STOCK OF PIANOS.
SQUARE AND UPRIGHT, to rent or sell cheap; rent allowed on purchases. Call at M. M. MERRELL'S, No. 8 Union square, (No. 165 4th av.)

PUBLIC NOTICES.

TO WHOM IT MAY CONCERN.
Notice is hereby given that application has been made to the Board of Health, and that permission has been granted by said board to remove all remains of persons now buried in the grounds or deposited in the vaults of the First Presbyterian Church, located between 1st and 2d sts. and between 1st and 2d avs. in the Seventeenth Ward of the City of New-York.
Permission has also been given to have said remains removed to such cemetery or cemeteries as may be designated by the School Trustees of the Seventeenth Ward.
If any of the relations or friends of the deceased persons, above referred to, desire to remove the remains, or desire to have the removal effected in any special manner (at their own cost) they are requested to notify the undersigned, within thirty days from the date of this advertisement.
Dated New-York, Jan. 9, 1874.
LAW. D. KIERNAN, Clerk of the Board of Education, Corner of Grand and Elm sts.

FURNITURE.

WEEKLY OR MONTHLY PAYMENTS
for FURNITURE, CARPETS, and BEDDING, at B. M. COWPERTHWAITE & CO.'S, Nos. 155 and 157 Chatham st. An immense stock and low prices.

MODERN STYLE WALNUT FURNITURE, sufficient to furnish a house, will be rented to a responsible party, or owner will act as house-keeper. Small compensation with security required. Address No. 493 Clinton av., Brooklyn.

LOST AND FOUND.

LOST—$100 REWARD.—LOST CERTIFICATE No. 63,003, in our name for 100 shares PACIFIC MAIL STEAM-SHIP COMPANY STOCK. The finder will receive the above reward and no questions asked, by returning it to WHITEHOUSE & CO., No. 25 Broad st.

LOST.—BANK BOOKS NOS. 47,599, 47,601, 47,602, 47,603, 47,604 issued by the Manhattan Savings Institution, and payment of the same has been stopped. The finder will oblige the owner by returning the same to the bank, No. 644 Broadway, corner of Bleecker st.

MISCELLANEOUS.

PURE AIR

FOR ALL, AND HOW TO GET IT.
MAINE'S PORTABLE WINDOW VENTILATOR maintains within doors an atmosphere constantly pure without perceptible current. It can be placed in position in a moment, without the least alteration of the window, and is SIMPLE, CHEAP, AND PRACTICAL.
MAINE'S PORTABLE WINDOW VENTILATOR is used by hundreds of our best citizens in their homes and offices.
SEND FOR CIRCULAR WITH TESTIMONIALS.
H. C. TERRY & CO., Successors to Underhill & Co., No. 95 Duane st., New-York.

PERFECTION!
BOKER'S BITTERS.
Beware of Counterfeits.

SIR JAMES MURRAY'S ORIGINAL FLUID MAGNESIA, for sixty years the best preparation for Acidity, Indigestion, Heartburn, Gravel, and Gout, and the most agreeable aperient for ladies and children. Sold by all chemists in large sized bottles.
Mr. JOHN P. HENRY, Wholesale Agent, New-York.

AMUSEMENTS.

THEATRE COMIQUE.
514
BROADWAY.

Mr. JOSH HART—Sole Proprietor.
First week of the SNOW BROTHERS, and their troupe of trained dogs.
First week of the pleasing vocalist, Miss CLARA BELMONT.
THE MULLIGAN GUARDS, by the originals, HARRIGAN AND HART.
Second week of Royal YEDDO JAPANESE TROUPE.
All the mammoth troupe retained.
Second week of the Cuban sylph, Mlle. ZOE.
Mlle. ZOE will appear in the sensation play THE FRENCH SPY, in which she executes a combat of FOUR HUNDRED BLOWS.
By request, the most comical of all pantomimes will be given, entitled THE SHADOWS.
MATINEE WEDNESDAY AND SATURDAY.
SPECIAL NOTICE.—MONDAY, Jan. 26, the recognized STAR OF VOCALISTS, Miss NELLY PIERIES.

FIFTH AVENUE THEATRE.
28th st., next to Broadway. Begins at 8. Carriages may be ordered for 11. Box-office open continuously every day from 8 A. M. till 10 P. M., and seats may be secured a week in advance.
Mr. AUGUSTIN DALY..........Proprietor and Manager
MONDAY, WEDNESDAY, FRIDAY, and SATURDAY EVENINGS, MAN AND WIFE.
MAN AND WIFE. Characters by Mr. Harkins, Mr. Lewis, Mr. Clarke, Mr. Parkes, Mr. De Vere, Mr. Fawcett, Miss Ada Dyas, Miss Davenport, Miss Jewett, Mrs. Gilbert, Mrs. Varian, Miss Nellie Mortimer.
TUESDAY and THURSDAY EVENINGS SARATOGA.
SARATOGA. Characters by Mr. James Lewis, Mr. Harkins, Mr. Davidge, Mr. Hardenberg, Mr. Parkes, Mr. Whiting, Mr. Conway, Mr. Peakes, Mr. DeVere, Mr. Fawcett, Miss Fanny Davenport, Miss Fanny Morant, Mrs. G. H. Gilbert, Sara Jewett, Minnie Conway, Nellie Mortimer, Nina Varian.
_ SATURDAY—Matinee at 1:30—MAN AND WIFE.
TUESDAY, Jan. 27, will be produced, after elaborate and costly preparation, Mr. Augustin Daly's first dramatic work of the present season, entitled FOLLINE!
Box-sheet open for the first night, Thursday, Jan. 22.

WALLACK'S.
Proprietor and Manager..........Mr. LESTER WALLACK
Doors open at 7:30. Commences at 8 o'clock.
THIRTEENTH WEEK OF THE COMEDY SERIES.
EVERY EVENING UNTIL FURTHER NOTICE, ALSO, SATURDAY AFTERNOON,
Lord Lytton's Great Comedy of MONEY.
ALFRED EVELYN..........Mr. LESTER WALLACK
Other characters by Messrs. JOHN BROUGHAM, HARRY BECKETT, W. R. FLOYD, J. B. POLK, J. W. CARROLL, W. J. FERGUSON, G. F. BROWNE, T. E. MILLS, W. J. LEONARD, C. E. EDWIN, Miss JEFFREYS-LEWIS, Mme. PONISI, and Miss DORA GOLDTHWAITE.
THE GREAT CLUB SCENE is now incorporated in THE THIRD ACT, thus making the play twenty minutes shorter.
THE GREAT DEMAND for seats induces Mr. Wallack to announce the BOX-BOOK OPEN THREE WEEKS IN ADVANCE.
Carriages may be ordered at 10:45.

GRAND OPERA-HOUSE. BEGINS AT 7:45.
Corner 8th av. and 23d st.
PRICES—Admission, 50 cents; reserved seats, 50 cents and $1 extra; family circle, 40 cents.
A FAMILY MATINEE is given at this establishment every SATURDAY at 1:30 o'clock.
NINTH WEEK—60TH TO 66TH PERFORMANCE—
250,000 PEOPLE
have seen the entirely new and extremely funny Grand Spectacular Comic Trick Panoramic Pantomime,
HUMPTY DUMPTY ABROAD!!!
G. L. FOX..........as..........HUMPTY DUMPTY
Marten's, Herr Lind, Jackley Troupe, Rigl Sisters, &c., &c.

NIBLO'S GARDEN. NIBLO'S GARDEN.
THE VOKES in THE BELLES OF THE KITCHEN.
M. W. LEFFINGWELL..........as..........Jaffier Jenkins
SATURDAY MATINEE at 1:30.
NEXT MONDAY—FUN IN A FOG.

WOOD'S MUSEUM. O. DOUD BYRON.
LAST WEEK OF O. DOUD BYRON.
EVENING AT 8. OLIVER DOUD BYRON in ACROSS THE CONTINENT. | AFTERNOON AT 2. G. H. ADAMS in JACK ROBINSON AND HIS MONKEY.
BOTH AFTERNOON and EVENING, WITH ABOVE
The world-renowned BEDOUIN ARABS,
The Chinese Juggler, GEORGE DUNBAR.
The Trapeze Artists, FEELY BROTHERS.
DICK SANDS, the GREAT PENDY, &c., &c.

DAN BRYANT'S MINSTRELS 23D ST.
Every evening at 8. Saturday matinée at 2. Crowded with fashionable and delighted audiences. Two hours' fun. All new acts. Dan Bryant, Unsworth Eugene, Hart, Reed, Seymour.

ROBINSON HALL, 16TH ST., NEAR BROADWAY.
"THE PICCANNINNIES," FROM LONDON.
GRAND MATINEE THIS AFTERNOON at 3. Doors open at 2.
"BRING ALL THE CHILDREN."
EVERY EVENING at 8. Doors open at 7.
Admission, 50 cents. Children half price. Reserved seats, 25 cents extra.

MEETINGS.

THE ANNIVERSARY OF THE WOMAN'S Union Missionary Society for Heathen Lands will be held in the church 5th av. and 29th st., WEDNESDAY, Jan. 21, at 2 o'clock. Dr. Hamlin, of Constantinople, and Bishop Cummins will make addresses.

NEW PUBLICATIONS.

PUBLISHED THIS DAY:
PROBLEMS OF LIFE AND MIND.
THE FOUNDATIONS OF A CREED. By George Henry Lewes, author of "The Story of Goethe's Life," "Biographical History of Philosophy," &c. Vol. I. 8vo. $3.
This volume is the first part of a very important work, embodying the author's investigations and studies for many years, in various fields of speculative and philosophical inquiry. The work attempts the transformation of Metaphysics by reduction to the method of Science, to meet "the great desire of this age for a Doctrine which may serve to condense our knowledge, guide our researches, and shape our lives, so that Conduct may really be the consequence of Belief." It gives the results of a remarkably wide range of reading, of acute and sincere thinking, and evinces at once the author's great acquirements, and his earnest desire to aid an inquiring age in securing an immovable intellectual basis for faith.

New edition of
SEX IN EDUCATION.
By Dr. E. H. Clarke. $1 25.
No book published within many years has excited the kind and degree of interest which Dr. Clarke's work has elicited. It has been sharply criticised, but its most pronounced opponents admit that it must do immense good; while its advocates deem it a work of incalculable value, their unanimous opinion being that "*every mother and every teacher should read it.*"
_ For sale by booksellers. Sent, post-paid, on receipt of price by the Publishers,
JAMES R. OSGOOD & CO., Boston.
E. P. Dutton & Co., No. 713 Broadway, New-York, Special Agents for J. R. O. & Co.'s publications.

MRS. MARY SOMERVILLE'S.

MARY SOMERVILLE was one of the glories of her sex in every respect. * * * It is a privilege to praise such an admirable woman—admirable in every relation of life—admirable in heart, admirable in mind.—*Mr. Whipple, in the Globe.*

PERSONAL RECOLLECTIONS.

SECOND EDITION. PRICE $2 50.

Sold everywhere. Mailed postpaid by the publishers,

ROBERTS BROTHERS,

BOSTON.

BUSINESS CHANCES.

AN ESTABLISHED PUBLISHING HOUSE, with a national reputation, doing a healthy business, will take a partner, in place of one about retiring; capital required, $20,000 to $50,000. This is an opportunity for an industrious young man of brains and good judgment to make a good business connection and build up a substantial fortune within a reasonable time. Address SCHOOL-BOOK PUBLISHERS, Box No. 109 *Times* Office.

$500,000.—THIS AMOUNT OF MONEY is wanted in a business where there is hardly any competition, and is surer than any banking business in the world, the security being always real estate; it would probably require nearly all of this year to use the entire $500,000. For further information apply to
RIKER, HESSE & CO., No. 5 Pine st.

BUSINESS—WHOLESALE MANUFACTURE OF iron goods is offered one, two, or three young men of means and good business habits; about $20,000 required; legal guarantee as to profits, and best City references given. Call on or address IRON, office of C. Boller, No. 213 West 23d st., New-York.

A PERSON OF BUSINESS EXPERIENCE wishes the position of financial and office partner in some manufacturing business, well established; would invest $15,000 to $20,000. Address A. B. C., [illegible] *Times* Office.

CAPITAL WANTED.—A PARTY WITH FROM $100,000 to $300,000, wishing to engage in a [illegible] profitable business, can hear of a [illegible] by addressing MERCHANT, Box No. 160 *Times* Office.

AMUSEMENTS.

OLYMPIC THEATRE.
No. 624 Broadway.
Opens 7:15; curtain 8 o'clock.
DRAMATIC MILLENNIUM.
Great moral and sensational novelty.
Artistic chef d'œuvres of all nations.
FUN, SENTIMENT, SONG, AND DANCE.
FRONTIER LIFE ON THE STAGE.
Season of
VAUDEVILLE AND NOVELTY ENTERTAINMENTS.
For families, ladies, and children.
MONDAY, Jan. 19, 1874.
Look at the avalanche of talent.

James Collins; Martha Wren, the character vocalist; Prince Fritz, the funny Dutch boy; Marion Requea, the vocalist; George Dunbar, Frank Donaldson, Geo. H. Adams, and W. E. Antonio, the great gymnasts;	Ned Buntline, the author and actor; John McMahon and Homer Lane, the athletes; Prof. Davis and his trained dogs; King Sarbro, the daring Japanese ascensionist; Delehanty and Hingler, the inimitable;	Eugene Blitz, with Punch and Judy; Wm. Carter the banjoist; Joe Children, hat spinners; Kittie Brooks, the cantatrice; J. W. McAndrews, the peerless Ethiopian; a troupe of Iroquois Indians.

Together with an unsurpassed COMEDY AND BURLESQUE COMPANY.
Each evening's entertainment preceded by the lifelike picture of
LIFE ON THE PLAINS.
by NED BUNTLINE,
introducing his pony Juno, a troupe of Iroquois Indians, and the veritable Scott, the world-famed frontier scout and terror of the red men.
Matinées WEDNESDAY and SATURDAY at 2 o'clock.
Admission—Family circle, 30 cents; parquet and balcony, 50 cents, reserved seats orchestra and balcony, $1.

COLOSSEUM,
BROADWAY AND 35TH ST.,
Exposition of the world-renowned CYCLORAMA OF LONDON BY DAY, from 12 M. to 4 o'clock P. M. daily, and the beautiful pictorial illusion of PARIS BY NIGHT, with moonlight, starlight, and gaslight effects, each evening from 7 o'clock to 10 o'clock. Chimes afternoon and evening. POLYTECHNIC PROMENADE, with music, refectory, and a succession of pleasing and instructive novelties in art, mechanics, science, and vertu. THE LECTORIUM, in which Prof. Tobin will demonstrate the illusions and delusions of the senses with novel and scientific illustrations.
Lightning flash at 8 o'clock each evening by Washington mean time. The Panopticon will be completed the present week. The increasing crowd of visitors render a division of the entertainment impracticable, and the management have decided to fix the price of admission to the whole series, at matinée or soirée, at $1 each and no extras. Children half price. Full descriptive pamphlets now ready for gratuitous distribution. The Musical Automata. The Darwinian Orchestra and African Flute-player, and the Mammoth Orchestra will arrive in a few days.

UNION SQUARE THEATRE.
Benefit of the widow and children of the late THADDEUS W. MEIGHAN,
WEDNESDAY AFTERNOON, Jan. 21, 1874, at 1:30,
The delightful sketch, in three acts, of
WILKINS MICAWBER,
in which will appear Messrs. ROWE, MACKAY, BURROUGHS, MONTGOMERY, WILDER, QUIGLEY, and Mrs. MARIE WILKINS, Miss JOSEPHINE LAURENS, and Miss META BARTLETT.
THE STAGE-STRUCK BARBER.
Jeremiah Clip, with his imitations of celebrated actors..........Mr. F. S. CHANFRAU,
supported by the members of Booth's Theatre Company.
THE VOKES FAMILY,
in their celebrated specialty of
BELLES OF THE KITCHEN.
Music by Tissington's Orchestra.
Admission, $1. Reserved seats, 50 cents extra. To be procured at the box-office of the theatre.

Miss CHARLOTTE CUSHMAN
Morning and Evening Readings.

MISS CUSHMAN will have the honor to give a series of four readings at STEINWAY HALL in the following order:
WEDNESDAY EVENING, Jan. 28.
Part I. Selections from "Hamlet."
Part II. Miscellaneous.
SATURDAY MORNING, Jan. 31.
Part I. Selections from "As You Like It."
Part II. Miscellaneous.
MONDAY EVENING, Feb. 2.
Part I. Selections from "Merchant of Venice."
Part II. Miscellaneous.
WEDNESDAY MORNING, Feb. 4.
Part I. Selections from "Much Ado About Nothing."
Part II. Miscellaneous.
Evening Readings at 8; Morning Readings at 2 P. M.
Tickets, with reserved seats, $1. Reserved seats for the series (transferable), $3. The sale of seats for the series will begin on Wednesday morning, Jan. 21, at 9 o'clock, at STEINWAY HALL, and continue for two days, after which no more tickets for the series will be sold. The sale for any of the single readings will begin on Friday morning, Jan. 23.
Box-office open from 9 to 4 daily.
Pamphlets containing full programme may now be had at the hall free of charge.

STEINWAY HALL. THEO. THOMAS.
SATURDAY EVENING, JAN. 24, AT 8,
THEODORE THOMAS'
THIRD GRAND SYMPHONY CONCERT.
Mr. VICTOR MAUREL,
the celebrated Baritone, will appear.
SYMPHONY—No. 1, in C minor, Op. 5..........Gade
ARIA—Iphigenie en Aulick..........Gluck
Mr. VICTOR MAUREL.
CONCERTO—In G minor..........Handel
For String Orchestra, two Solo Violins and Solo Violoncello, Messrs. Listemann, Jacobsohn, Lubeck, and Orchestra.
IVAN IV.—(Der Grausame,) Characterbild (new)..........Rubinstein
ARIA—Nozze di Figaro..........Mozart
Mr. VICTOR MAUREL.
SYMPHONY—No. 8, Op. 93, in F..........Beethoven
Admission tickets, $1 50 and $1; reserved seats 50 cents extra. The sale of reserved seats and tickets will commence this morning at the box-office of Steinway Hall and Nos. 701 and 114 Broadway.

OLD FOLKS! OLD FOLKS! OLD FOLKS!
YE "COUSIN JONATHAN" OLD FOLKS,
Numbering twenty, and including the
FAMOUS IDLEWILD QUARTETTE,
will sing at
STEINWAY HALL TO-NIGHT.
DO NOT FAIL TO HEAR THEM.
Tickets, 50 cents; to be had at Pond's music store, No. 547 Broadway and No. 39 Union square; Sheldon & Co.'s, No. 677 Broadway, and Tyson's, 1,300 Broadway.

THE PILGRIM.—CLOSING WEEKS.—EVERY EVENING at 8 and SATURDAY at 2:30 P. M. Present your tickets immediately. BAIN HALL, Great Jones st.

LECTURES.

ITALY, AS I SAW IT.—LECTURE BY REV. Alexander Reed, D. D., at the Brooklyn Athenæum, on THURSDAY EVENING, Jan. 22, 1874, at 8 P. M.

INSTRUCTION.

MOUNT WASHINGTON COLLEGIATE INSTITUTE,
NO. 40 WASHINGTON SQUARE.
Dr. GEO. W. CLARKE, Principal, prepares pupils of all ages for business or college.

ANTHON GRAMMAR SCHOOL,
NO. 252 MADISON AV., (38th st.)
School hours, 9:30 A. M. to 2:30 P. M.
Departments—Primary, Junior, and Senior English, Junior and Senior Classical, Modern Languages, and Drawing.
Second term begins Feb. 1.

GROVE HALL, NEW-HAVEN, CONN.
SCHOOL FOR YOUNG LADIES.
Established 1820.
Winter recess ends Jan. 6.
For circulars address
E. A. KINGSLEY, M. A., Principal.

DOLBEAR'S COMMERCIAL COLLEGE removed to No. 1,193 Broadway, corner 28th st. Book-keeping, Writing, Arithmetic, &c., taught practically. Apply for particulars day or evening.

CHARLIER INSTITUTE
FOR BOYS AND YOUNG GENTLEMEN,
NOS. 126 AND 128 EAST 24TH ST.
BOARDING AND DAY SCHOOL.
PROF. ELIE CHARLIER.

PREPARATORY SCIENTIFIC SCHOOL for the schools of Science, Technology, Mines, Architecture, &c. ALFRED COLIN, late Engineer Corps United States Navy and Professor at Naval Academy, No. 1,267 Broadway, near 32d st.

MESDEMOISELLES CHARBONNIER'S French Protestant Boarding and Day School for young ladies, No. 36 East 35th st., (formerly No. 42 avenue du Roule, Neuilly, Paris.) Second term begins Feb. 1.

HALF YEAR COMMENCES AND NEW classes are formed at Claverack College and Hudson River Inst. Feb. 2. 20 instructors. Military drill for gentlemen and Dio Lewis' gymnastics for ladies. Drill hall 80x60. ALONZO FLACK, Ph. D., Claverack, Col. Co., N. Y.

DREW LADIES' SEMINARY.—CARMEL, N. Y.—The Spring session opens Feb. 18. Safe and pleasant home. Superior advantages in Science, Language, Painting, and Music. GEO. C. SMITH, A. M.

MAPLEWOOD INSTITUTE, FOR YOUNG LADIES, Pittsfield, Mass. Long and most favorably known. Next term begins Feb. 16, 1874. Rev. C. V. SPEAR, Principal.

ADRIAN INSTITUTE—SEMINARY FOR YOUNG ladies, Iselin, (Uniontown Station,) N. J. Term commences Sept. 24, ends June 20. For circular, address Mrs. L. H. MATHEWS & Mrs. M. E. BAEBLER, as above.

IRVING INSTITUTE, TARRYTOWN, ON HUDSON.—Superior advantages for boys; studies resumed Wednesday, Jan. 7. For circulars address
ARMAGNAC & ROWE, Principals.

JACKSON MILITARY INSTITUTE,
Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

LATIN, GREEK, GERMAN, FRENCH, ENGLISH to Germans; preparation for colleges; terms easy; No. 135 West 26th st. Dr. GEO. ERDMANN.

NEWBURG INSTITUTE, NEWBURG, N. Y.—A family school for boys. For circulars, address HENRY W. SIGLAR.

THE SECOND TERM OF MRS. J. T. BENEDICT'S School for Young Ladies and Children will commence Feb. 3.

MILITARY BOARDING-SCHOOL, WHITE Plains New-York. O. R. WILLIS Ph. D. Principal.

LITTLE BOYS ADMITTED TO YONKERS MILITARY INSTITUTE, Box No. 654 Yonkers, N. Y.

GOLDEN HILL SEMINARY FOR YOUNG LADIES, Bridgeport, Conn. Address Miss EMILY NELSON.

TEACHERS.

[illegible]

LOCAL MISCELLANY.

THE STUYVESANT BANK.

IMPORTANT DECISION BY JUDGE BLATCHFORD—PREFERENTIAL PAYMENTS IN BANKRUPTCY.

Judge Blatchford yesterday rendered an important decision in the matter of the bankruptcy of the Stuyvesant Bank, which came up in the cases of the Sixpenny Savings Bank and the New-York Savings Bank, who seek to obtain a priority of payment of their claims against the bankrupt for money deposited as follows:

"The Sixpenny Savings Bank proved against the estate of Stuyvesant Bank a claim for $23,261 06, with interest at the rate of five per cent. from the 11th of October, 1871. In the proof of debt the Sixpenny Savings Bank claims that under the State laws it has a valid and first lien on the bankrupt's estate, and in the distribution of the assets is entitled to a priority of payment over all other creditors, except the New-York Savings Bank, on the ground that the money owing to them was deposited with the bankrupts on the express agreement that they, the Sixpenny Savings Bank, should be entitled to such priority under the acts of April 15, 1853, and of April 10, 1858, and that these acts entered into and formed a part of the contract under which the deposit or loan was made with the bankrupt. The New-York Savings Bank proved against the bankrupt's estate a claim for the sum of $20,020 41, with interest at the rate of seven per cent. from the 12th of October, 1871. It is claimed on the part of the bank that it also, under the acts above referred to and an agreement entered into with the bankrupts in conjunction therewith, is entitled to have its claim paid in full out of the assets before payment is made to other creditors not entitled by law to a preference. I have given much consideration to the question involved, especially in view of the fact that, at a prior stage of these proceedings, I indicated an opinion in support of the claims of the savings bank when the question was submitted to me on written briefs. But oral evidence and reargument and a full consideration of the provisions of the Bankruptcy act have led me to the conclusion that those claims cannot be allowed. I do not think that these claims can, under the terms of the State act, be properly considered as rights of property entering in or adhering to the property of the bankrupt. The savings banks, it is true, made contracts with the bankrupt, but these contracts were mere contracts for the making of deposits and the paying of interest thereon. No part of the State act gives any lien for such deposits on any assets of the bankrupt. These assets, consisting in part of the moneys so deposited, could be dealt with and disposed of by the bankrupt free from any lien charge, or incumbrance thereon arising out of such contracts. No provision of the State act purports to interfere with the disposition of the assets of the bankrupt until insolvency occurs, and then a rule for the application of such assets, in the distribution of the estate of the bankrupt, as the estate of an insolvent debtor is created by the fourth section of the State act of 1853. But that rule establishes in favor of the savings bank no such interest in the property of the bankrupt that such property passes, under the Bankruptcy act, into the hands of the assignee, subject to such interest. The twenty-eighth section of the present act provides that certain claims shall 'be entitled to priority or preference, and to be paid in full in the following order.' Then follow five classes. The fifth is 'all debts due to any persons who, by the laws of the United States, are or may be entitled to a priority or preference, in like manner as if this act had not been passed.' This is limited to priorities or preferences created by the laws of a State. Under it the State could have no priority for debts due to it which were not liens or securities, and but for the provision in the third class of priorities for such debts due to the State there could be no priority for such debts. But such priorities or preferences created by State laws in the distribution of insolvents' estates are not liens or securities of rights or interests in property. If so, they are not saved by the general scope of the Bankruptcy act, and they are not recognized by the twenty-eighth section. The claims to priority on the part of the savings banks must be disallowed."

T. Hughson appeared for the New-York Savings Bank, D. Noble Rowan for the Sixpenny Savings Bank, and T. N. Bangs for the assignee in bankruptcy.

THE EMIGRATION COMMISSION.

YESTERDAY'S PROCEEDINGS—THE TREASURER'S ANNUAL REPORT.

The Commissioners of Emigration met yesterday, Mr. Hurlbut in the chair. On the recommendation of the Ward's Island Committee, Dr. D. H. Kitchen was appointed physician to the Insane Asylum at a salary of $2,000 per annum. Peter Shields was appointed resident agent for the Commission at Poughkeepsie at a salary of $300 a year, and J. Schwartz to a like office at Syracuse at the same salary. Francis Doran was appointed night-watchman at Ward's Island in room of John F. Cleary, resigned. The Chief Clerk of the Labor Bureau having been recently discharged it was decided on motion of Mr. Kauffman not to fill the office at present. On motion of Mr. Starr the office of Second Clerk in the Information Bureau was ordered to be abolished from the 1st February next. The contract for transportation of emigrant's baggage with Albertson & Biglin was revoked. A letter was read from the Secretary of the Children's Aid Society, stating that they could find homes in the West for orphan children, and that if the Commissioners would provide suitable clothing the society would take charge of a number of children now on Ward's Island. Mr. Lynch opposed granting the application. They should, he said, keep the children in the State, and not send them to the West. Mr. Kauffman thought that they should see to the welfare of the children and avail themselves of the offer. He was aware that the Children's Aid Society had rendered a vast amount of good to the community by procuring situations for a large number of children. He moved that the question as to the right of the board to send children intrusted to them out of the State be referred to the counsel of the board. The motion was agreed to, after which the Chairman remarked that it would be a great deal better for the children to be in good families than to remain on Ward's Island.

The Treasurer submitted his annual report for the year 1873. The balance remaining on 1st January, 1873, was $1,643 25; the amount received during the year for commutation fees was $402,190 50; interest and bonds sold, $48,708 79; sale of groceries, $5,415 83; forwarding account, $1,330 97; for premises sublet at Albany, $231; insurance premiums and commissions returned, $127 74; received for support of illegitimate children, $1,545 65; received for uniforms, $638 50; drawn from Emigrant Industrial Bank, $1,000; received from inmates, $833; State institutions, $30 20; total receipts, $463,706 53. The disbursements were $466,108 22, of which $215,086 85 was for Ward's Island; $133,151 90 for Castle Garden account; $56,525 96 for building the lunatic asylum on Ward's Island; $4,662 50 for the Chapel; $7,860 83 forwarding account; $24,993 64 paid to County poor-houses for support of destitute emigrants; $7,684 60 paid to various institutions for care of sick and destitute; $1,989 61 for insurances, and $6,317 51 for temporary relief and support of illegitimate children. The amount overdrawn from the Chamberlain was $2,401 61, and the cash in hands of Treasurer at the close of the year was $572 29.

The annual report of the Commissioners was submitted for signature. They ask for legislation to acquire a right to the water front of Ward's Island, and they recommend that the right to vote on all questions coming before the commission be extended to the Presidents of the Irish and German Emigrant Societies, who are ex-officio members of the board.

IMPORTANT ARREST OF BURGLARS.

Two young men were on Sunday morning discovered by Officer Harley, of the Twelfth Precinct, secreting a large bundle in the hay-loft over the stable of Terence McGuire in One Hundred and Eleventh street, near Third avenue. After their departure the officer inspected the bundle, and found it contained sixty dozen merino undershirts and other articles of men's underwear. A short time afterward one of the men was seen to enter the stable with a boy. He was arrested when he came out, and on the boy was found a number of the shirts. The prisoner proved to be John Collins. His confederate, Peter F. Dunn, was during the day also arrested. They were taken before Justice Kasmire, and committed for further examination. Yesterday Officer Harley took into custody two other members of the same gang, named Daniel Lewis, alias "Rubber," and Lawrence Meyers, the latter being a well-known thief. The goods have not yet been identified. The Police believe them to be the proceeds of a burglary committed in some town along the line of the New-Haven or Harlem Railroads. Six employes of these companies are suspected of complicity, and will be arrested.... John J. Blair, aged nineteen, a painter by trade, was yesterday committed for trial by Judge Kasmire, at the Harlem Police Court, on a charge of burglariously entering the grocery store of Lazarus Wolfe, at No. 2,250 Third avenue, and stealing therefrom clothing worth $300. When arrested by Officer Levy, of the Twelfth Precinct, a coat stolen from Wolfe was found on his back and four pawn-tickets in his pockets, together with a number of burglar's implements.

A HIGHWAY ROBBER SENT TO STATE PRISON.

Thomas Cummings, charged with highway robbery, was placed on trial in the Court of General Sessions yesterday, before Judge Sutherland, Assistant District Attorney Rollins prosecuting. Theodore Tuberty, the complainant, testified that on Christmas night he was met in Elizabeth street by the prisoner and another man, who knocked him down, dragged him into a saloon, searched his pockets, which, as it happened, contained no money, and took from his person a Masonic manual valued at $4 50. The prisoner, who emphatically denied the robbery, admitted in the course of Assistant District Attorney Rollins' cross-examination, that he had been in custody under the name of Thomas Conally for being connected with a forged bond, but had been discharged. The prisoner was found guilty of an attempted robbery, and sent to State Prison for five years.

POLICE MATTERS.

Thomas McGuire and John Adams, arrested on the 9th of November last for stabbing Jacob Finch, of No. 173 Lexington avenue, were yesterday taken before Justice Sherwood, at Jefferson Market, and charged by Mr. Finch, who has but recently recovered from his wounds, with felonious assault. [illegible] in default of $2,000 bail....John Galvin, the ex-keeper of the Tombs, and also of the Penitentiary, was again before Justice Kilbreth, at Jefferson Market Police Court. He was fully identified by Adolph Hauch, the jeweler of Ninth avenue, who was robbed and gagged, as the man who was seen prowling around the store on the night of the robbery, and afterward joining the robbers when they had done their work. He was committed for trial. The eighteen prisoners, black and white, whom the Police captured in a den on the south-west corner of Grand street and South Fifth avenue, Monday night, were arraigned before Justice Sherwood, at Jefferson Market Police Court, yesterday. As nothing could be proved against any of the prisoners they were all discharged.

SAILORS' STRIKE.

DEPARTURE OF THE CITY OF PANAMA WITH A CREW OF NON-SOCIETY MEN.

The Pacific Mail steamer City of Panama shipped a crew yesterday and proceeded to sea. It appears that her detention on Saturday was not owing to the strike of the coal-passers and firemen, but rather to the fact that being a new ship, she was not in all respects prepared to undertake the voyage to Aspinwall. The task of providing a crew as a substitute for the strikers was carried out by Deputy H. E. Duncan, of the United States Shipping Commission Department. The facts in connection with this strike, and the procurement of a substitute crew, appear to be as follows: It was felt by some of the steam-ship companies that the labors of the coal-passers and firemen were not worth as much during the Winter as during the Summer months, and accordingly the question of a reduction of wages during the Winter came to the surface. Mr. Clyde's line, which runs to Havana, was the first to take a practical step in the matter, by reducing the wages of the coal-passers from $40 to $35, and of the firemen from $50 to $40. Mr. Alexandre's line, which also runs to Havana, followed, and then the Pacific Mail Steam-ship Company proposed a similar reduction, promising to raise the wages to their usual standard in the Summer. The City of Panama had a full crew when this announcement was made, but as soon as they heard of the intention of the company they immediately struck, and refused to go on the vessel. It was then arranged between Mr. Hatch, the managing Director of the company, Mr. Bullay, the Superintendent, and Mr. H. E. Duncan that a new crew should be provided, and that the vessel should be made ready to proceed to sea. Accordingly articles were opened on Thursday and a full crew of non-society men was procured. As mentioned above, it was the intention that the steamer should have sailed on Saturday. She was not, however, prepared, but every member of the crew was in attendance that morning at the offices of the United States Shipping Commission. They were again in attendance yesterday morning, and were conveyed in a tug-boat from the foot of Market street and placed on board the steamer at Pier No. 42. The services of five officers were procured from the Police steam-boat Seneca in anticipation of any possible disturbance. Several officers of the precinct were in attendance at the pier, and the first step taken was to have it cleared. There was a large number of sailors, apparently society men, present, and they indicated their displeasure at the entire proceeding very decidedly, so far as emphatic language was concerned, but the presence of the Police force prevented any disturbance. The crew having been shipped, and all things made right, the City of Panama sailed at 12 o'clock.

A TERRIBLE HOMICIDE IN NEW-JERSEY.

The township of Reaville, Hunterdon County, N. J., is greatly excited in consequence of a cold-blooded and deliberate murder perpetrated in that neighborhood a few days ago. In consequence of the isolated position of the locality in which the crime was committed several days elapsed before the particulars of the affair became known. A colored man named Theodore Cruise, Sr., lives in a small hut on Sourland Mountain, in East Amerell township, and his place is the frequent resort of the negroes from the surrounding country. One night last week a disturbance took place at one of these gatherings, and a son of Cruise ran out to the door and, arming himself with a club, challenged any one of the party to come out and fight him. His mother went out to quiet him, but he was insensible to her appeals, and finally struck her a terrific blow on the head with the club, which laid her prostrate at his feet. He then fled hurriedly to the woods. The woman lay unconcious for some time, and it was thought she was dead. Israel Morocco, Cruise's half brother, finding all efforts to restore animation futile, exclaimed, "He has killed my mother, and I will kill him." Morocco then went into the house, and arming himself with a carving knife, started off in search of the supposed murderer, accompanied by a negro named George Thompson. They soon found the fugitive concealed in a cedar grove about half a mile from the hut, and Morocco at once attacked him, and after beating him severely stabbed him with the knife, inflicting a mortal wound. Leaving the victim, Morocco and Thompson returned to the house only to find that Mrs. Cruise, whom they had supposed to be dead, was entirely recovered and comparatively uninjured. In the meantime Cruise succeeded in dragging himself from the grove to his own house, and his wife endeavored to stanch the flow of blood. He lingered two days and a half, and just previous to his death made a sworn deposition before Robert W. Hunt, a Justice of the Peace, that Morocco had killed him. Morocco and Thompson were arrested and lodged in jail to answer the charge of murder. Justice Hunt held an inquest on the body of the murdered man, and the jury returned a verdict that "Theodore Cruise, Jr., came to his death by the hands of Israel Morocco, aided and abetted by one George Thompson." The prisoners will be tried at the April term of court.

NEW-JERSEY LEGISLATURE.

The business of the present session of the New-Jersey Legislature has now commenced in earnest, and bills are rapidly being presented from every portion of the State. Such bills as have already been presented are nearly all of a private nature, with a few of public importance and interest. In the Senate yesterday an act was introduced to secure to railroad employes payment for their labor. This was, doubtless, suggested by the present trouble on the New-Jersey Southern Road. The act provides that employes may bring suit for their wages after ten days' notice, and on recovering judgment they can get their pay out of any money or property in the hands of agents, receivers, or other officers of the road, their claims to take precedence of any other obligations of the company. The only other bill introduced was one to annex parts of Westfield and Plainfield, in Union County, to Clark township. Ten dollars' worth of postage stamps were voted to each Senator, and it was resolved that all official documents sent by members be stamped by the State Treasurer. A resolution was adopted calling upon the Representatives of the State in Congress to vote for the bill appropriating $1,000,000 for furnishing the militia with arms. In the House, Mr. Kirk introduced a supplement to the Landlord and Tenant act, making it imperative on the landlord to rebuild a house that has been destroyed by fire, or else to make a suitable deduction from the rent. Mr. Morrow, of the Judiciary Committee, presented an adverse report on the bill to repeal the act compelling brokers and real estate agents to have a written contract with their customers. The report was accepted, and the recommendation adopted. No other business of importance was transacted.

OFFICIAL DISHONESTY ON LONG ISLAND.

William Griffiths and Michael Delahanty, formerly Collectors of Taxes for School District No. 10, of Newtown, (Woodside,) charged with malfeasance in office, or rather with obtaining money under false pretenses, have been prosecuted before Justice Snedeker, at Jamaica. A man named Joseph Rice was prosecuted in connection with Griffiths. The complaint is in substance as follows: The defendant, Delahanty, was Collector in the district in 1872, and it is alleged that he presented a bill for taxes to the Long Island Railroad Company for $75, and received the money, when the property of the company was not on the assessment-roll. Griffiths and Rice were charged with the same offense, Griffiths being Collector for 1873. He, as alleged, presented a bill to the Long Island Railroad Company for taxes amounting to $60, which was paid, although the company was not assessed. In neither case was any return of the money made. Upon the examination Rice was discharged, Griffiths was held to await the action of the Grand Jury, and the case of Delahanty was adjourned until Friday. Other charges are pending against the parties.

THE REPUBLICAN CENTRAL COMMITTEE.

The delegates elect to the Republican Central Committee assembled last evening at Republican Hall, corner Twenty-third street and Broadway. They were called to order by Hon. Hugh Gardner, and Joel W. Mason was unanimously elected temporary Chairman. When the roll of the delegates was called it was found that there were contesting delegations from the First, Sixth, and Fifteenth Assembly Districts, and also a dispute concerning the election of several delegates from the Twenty-first District. The questions involved were referred to a Committee on Contested Seats, consisting of Messrs. Jacob M. Patterson, Benj. K. Phelps, Daniel H. Crowley, Gen. Jos. C. Pinckney, and Horace M. Ruggles. Judge White referred to the fact of the recent annexation of the Westchester towns now forming the Twenty-third and Twenty-fourth Wards of the City, and said that it was necessary that there should be Republican organizations in them, with a representation in the Central Committee. This matter was also referred to the Committee on Contested Seats, which is to meet on Friday next. The meeting then adjourned for a period of two weeks.

"WONDERS OF THE STAR DEPTHS."

LECTURE BY PROF. PROCTOR—THE FIFTH OF THE SERIES ON ASTRONOMY.

Last night Prof. Proctor delivered the fifth of his series of lectures on astronomy at Association Hall, the particular subject chosen being "Wonders of the Star Depths." There was a crowded audience. The hall was darkened, as it was necessary to give effect to the lecture by the exhibition of a number of telescopic views of the stellar system. Prof. Proctor remarked that in looking at the sky on a clear, calm night, when all the stars shone in the immeasurable heavens, one was impressed with the thought that a solemn calm reigned in those infinite depths. But how different was the reality! Where there seemed to be rest there was an activity, compared with which all the forms of life and energy on our earth were utterly insignificant. Every one of those stars that seemed still was traveling through space many miles in every second of time. He reminded them, in his first lecture, of the activity that prevailed in the sun—a tumult and energy compared with which all the forms of uproar known to us were but as silence. Every one of the stars was a sun of smaller uproar, and, therefore, they would see how different was the reality from that which the mind presented itself to. In looking at the heavens we looked not at a scene of perfect tranquillity, but one of stupendous activity. We only knew the distance of about nine or ten stars; indeed, he might say that there was only one star whose distance might be regarded as determined. The problem of the astronomer in determining the distance of the stars was one of stupendous difficulty. Alpha Centauri, the star whose distance had been determined, was 210,000 times further away than the sun. We had no means of measuring the disc of stars. In measuring the light of the star he had named, it had been found to shine with the seventeen thousandth millionth part of the sun's brightness. It shone three times as bright as the sun would shine if it were placed beside it. The diameter was one and a half times and the volume five times more than the sun's, always supposing that a square mile of its surface gave out as much light as a square mile of the sun's surface. There was another star, of which he might speak as the prince of stars—the glorious Sirius. Of all the objects whose dimensions had been indicated to us, that star was the king. It shone four times as brightly as the star Alpha Centauri, and was five times as far away, so that, having regard to their relative distance, its actual brightness was a hundred times more. It gave out three hundred times more light than the sun, and its volume exceeded that of the sun two thousand times. Spectroscopic analysis had enabled us to say that the stars were suns like our own. The lecturer then exhibited "Secchi's Types of the Fixed Stars," and remarked that Father Secchi's labors were only the beginning of the work subsequently carried on by Dr. Huggins, of England, and Miller, who assisted him. They were not satisfied with ascertaining the stars' spectra, but compared the lines of particular chemical elements, and showed that iron existed in stars one hundred million times further from us than the sun. Of that fact the astronomer was as sure as if he had the evidence of it in his own laboratory. He now passed to spectroscopic analysis of the cause of double-colored stars. Among the stars in the heavens some, when examined by telescopes, were shown to be double, and the question which suggested itself was, Was the color inherent in the star's light, or was it produced by the cutting off of a portion of the starlight by the vaporous envelope? It was a matter of great interest to determine in what way colored stars had various colors given to them. This had been done, and it was proved that they owed their color to the clouds of the envelopes that surrounded them. Nebula, or star cloudlets, next came to be considered, and after referring to the Great Orion nebula, the picture of which was obtained by Sir John Herschel, with his great telescope, at the Cape of Good Hope, the lecturer took occasion, incidentally, to refer to the project of Mr. Clarke, the celebrated optician, to construct a telescope five feet in aperture, and to meet the cost of which a million dollars are wanted. He was only expressing the opinion of English astronomers when he asserted that Mr. Clarke was the greatest of living telescope-makers, and he hoped that that gentleman would live to carry out his idea. He then proceeded to say that if time and opportunity were given to him he would chart the heavens. He would first survey the whole heavens with one telescope, counting the number of stars in one direction, mapping the results down, and indicating where the stars were shown by that telescope to be either richly or poorly distributed. He would then do the same with a smaller telescope and see whether the rich or poor regions shown by one telescope corresponded with those shown by another. There was a want of laborers in the work of the survey of the heavens, but he trusted that that want would soon be supplied. We could not reach to the bounds of the star system in any direction; we should ever find fresh fields of stars brought to view no matter how far we penetrated; we should find that the star system was in reality illimitable. We could speak of these things, but it was not given to man to conceive them. The astronomer might spread out the figures that indicated these wonders, but he could not conceive them, nor could he make others conceive them.

A CONTEMPTIBLE THEFT.

In the Court of General Sessions, yesterday, before Judge Sutherland, William Foster was placed on trial charged with a larceny of the most contemptible kind. It appeared from the evidence that on the night of the 22d December a benefit party was tendered to a distressed woman named Mrs. Conroy, at a hall on 9th avenue, between Thirty-sixth and Thirty-seventh streets. The sum of $86, contributed by the friends of the poor woman, which was lying on a table, was snatched by the prisoner, who ran for the door. He was seen, however, by Thomas Flynn, one of the managers of the benefit, who pursued him and brought him back. On being searched no money was found on Foster's person, but $47 was found on the floor beneath his chair. Assistant District Attorney Rollins made an able appeal for conviction, but the jury, notwithstanding, acquitted the prisoner. Judge Sutherland, in discharging Foster, said he believed he was guilty and ought to have been committed. He had had a narrow escape, having been acquitted through a doubt raised in the minds of the jury, and should be careful never again to commit such an act.

COURT OF GENERAL SESSIONS.

In the Court of General Sessions yesterday, Judge Sutherland presiding, Assistant District Attorney Rollins prosecuting, James McCann, indicted for feloniously assaulting Robert Seymour, of No. 92 Columbia street, with a stone, pleaded guilty to assault and battery, and was sent to the Penitentiary for one year....Two youths, named Carl Wiseman and John Fox, pleaded guilty to petit larceny, and were sent to the House of Refuge....James W. Brady, a Fourth Ward boatman, indicted for feloniously assaulting a Greek sailor, named Jacob Papolina, by shooting him in the hip with a pistol-ball, in Cherry street, on the night of the 22d December, was placed on trial. The evidence of several witnesses for the defense tended to show that the Greek was the aggressor, and had attempted to stab Brady, who discharged the pistol in order to protect himself. The jury, after considerable deliberation, found the prisoner guilty of assault with intent to do bodily harm, and recommended him to the mercy of the court. He was sent to State Prison for two years and six months.

A SERIES OF ACCIDENTS.

Richard McHale, aged ten years, of No. 2 Gansevoort street, was run over last evening by car No. 42, of the Eighth Avenue Railroad, driven by Joseph Porter, and his right leg was badly crushed. ....Annie Cullen, aged twenty-five, of No. 103 Nelson street, Brooklyn, fell through the coal-hole at No. 152½ Broadway, and fractured her left leg.... While Wm. H. Clark, aged nineteen, of No. 151 Hayward street, Brooklyn, was exercising on a trapeze at No. 299½ Broadway, he fell, and his left leg was fractured.... Edward Hunt, aged thirty-five, of No. 288 Smith street, Brooklyn, fell at the corner of Allen and Rivington streets, and fractured his left leg....The nude remains of an unknown man were found, last evening, floating in the Hudson River, at One Hundred and Forty-fourth street, and were removed to the Morgue for identification....Charles Moore, aged twenty-five, resident of Brooklyn, fell on the sidewalk, at the corner of South and Fulton streets, and cut his head severely....Margaret Kearon, aged seventy, of No. 36 Henry street, fell on the sidewalk at No. 49 James street, and broke a leg.

NAVY-YARD NOTES.

The working force at the Brooklyn Navy-yard is being reduced from day to day, in accordance with orders received from Washington. Work has been stopped on the Florida and Minnesota. A large number of men were discharged from the dock and yard departments on Monday, and some further discharges are to be made within a few days. The triple-turreted monitor Roanoke, the flag-ship of the Port Admiral, is ready to take her station in the bay, and will probably leave the yard this morning. The steam-sloop Frolic, formerly Admiral Rowan's flag-ship, sailed yesterday with a draft of sailors for the squadron at Key West. The monitor Dictator sails for the same port on Friday. The Arapiles has not yet come up to the yard, but it is said she will have to go on the dry-dock for further repairs before going to sea.

NINETEENTH WARD RELIEF COMMITTEE.

It has been ascertained that upward of 300 families of working men are out of ordinary means of support in the Nineteenth Ward. As a matter of humanity, especially aimed at the poor of this ward, a movement has been initiated by leading citizens of that district which will largely result in the needed relief. The proprietors of the Windsor House gave the use of one of their parlors on Saturday evening last, and a meeting of citizens of the ward was held. The following constitute the Ward Committee: Gen. Sigel, Chairman; Gen. Conway, Secretary; E. T. Smith, Treasurer; Signor Kohn, Z. J. Oppenheimer, S. Hawk, proprietor Windsor House; A. Ganoung, T. C. Pohle, G. G. Gregory, J. J. Post, A. Sinsheimer, and Thomas M. Young. A public meeting will soon be held in the ward and measures of relief are already instituted. Last evening, at the residence of Mr. J. J. Post, a meeting was held, and it was determined to establish a depot for receiving and distributing supplies, at a point to be immediately determined, the aim being to give instant relief. The ward runs from Fortieth to Eighty-sixth streets, and from the Sixth avenue to East River. Some of the wealthiest citizens of the ward are interesting themselves in the work.

A POLICE CAPTAIN ON TRIAL.

Capt. Jacob Siebert, of the Twenty-fourth Precinct, Harbor Police, was brought before Commissioner Gardner yesterday for trial on several charges of neglect of duty. The Captain is charged with having since his appointment to the command of the Police steamer Seneca habitually neglected his duty, spending most of his time on shore instead of on the steamer. Capt. Siebert was appointed to his present position on the 23d of August last. Rumors of an habitual neglect of duty soon reached the ears of the Police Commissioners, and by direction of Police Commissioner Gardner, Inspector McDermott proceeded to investigate the matter, and the investigation resulted in the charges on which the Captain was tried yesterday. The first charge was, that on the night of Nov. 26 and Dec. 1, 4, 5, 6, and 7, Capt. Siebert was absent from his precinct, and in the lager-beer saloon No. 10 Stanton street. The second charge was that from the 23d of August to Dec. 7 he had been absent from the Harbor Police boat various periods of time, ranging from five to forty-five hours in duration, and amounting in the aggregate to seventy-five days. The only witness for the prosecution was Inspector McDermott, who testified that on Nov. 26 the accused was in the lager-beer saloon No. 10 Stanton street from 10 to 11:43 P. M. On Dec. 1 he was in the same place from 9 to 9:35 P. M. On Dec. 4 he was there from 8:55 to 9:30 P. M. He then left the saloon and proceeded to the wine-saloon No. 146 East Fourteenth street, and remained there from 10 to 11:30. On Dec. 5 he was in the bar-room No. 10 Stanton street from 10:50 to 11:55 P. M. On Dec. 6 he was at the same place from 11 P. M. to 12:10, and during his stay there on this occasion he sat a table apparently playing cards. In relation to the second charge, that of being continually absent from the boat, Mr. S. G. Courtney, who appeared as counsel for the accused, stated that his client was absent, as charged, and also that when so absent he was engaged in business which he did not desire to explain in a public court.

Commissioner Gardner said that he had heard that there was to be a washing of dirty linen in this case. He (the Commissioner) had no dirty linen which he was afraid to have washed, and the accused could proceed and state what business he was attending to when absent from his legitimate duties, if he so desired.

Mr. Courtney replied that his client had already conceded that he was absent from duty, as charged in the complaint, and in relation to what he was doing at that time he felt bound, as a man of honor, to keep silence.

The counsel then proceeded to cross-examine Inspector McDermott in regard to the specifications of the first charge, comprising the numerous visits to the lager-beer saloon No. 10 Stanton street, but no material facts were elicited.

Capt. Siebert was then sworn, and testified that he did not remember that he was in the lager-beer saloon No. 10 Stanton street on the 26th of November, but he might have been there. Had no doubt he was there, as the Inspector made oath that he saw him there. Visited the lager-beer saloon on the other occasions mentioned in the complaints for the purpose of obtaining information in relation to the robbery on the Italian brig Mattano, which occurred on the 30th of November. A man who knew all the river thieves promised to assist him in the pursuit of the robbers, and this man, whose name he declined to give unless it was absolutely necessary, refused to meet him except at a public house, and he (the Captain) named the lager-beer saloon No. 10 Stanton street, as the place for their interviews. He went there to meet this man every day and sometimes twice a day for a week, until he was taken sick on Dec. 9. During his illness the case was called for trial, and two men named Dugan and Carroll were convicted. These men he is now satisfied are innocent of the crime for which they were sentenced to twenty years' imprisonment each. The man whom he met in the saloon, and who was furnishing him with such valuable information, was in court, but he did not wish to have him examined. This man told him that Patsey Conroy was one of the men engaged in the robbery; but did not succeed in arresting him. The Captain was cross-examined by Inspector McDermott, and showed a lamentable ignorance of his duties as a Captain of Police. He also admitted that he was absent from duty when the brig Mattano was robbed, and was also absent from a fire at Nos. 51 and 53 Front street, which occurred on the 30th of November, and did not know anything about the conflagration until Superintendent Matsell sent a messenger to his residence directing him to proceed to the fire forthwith, and take command of the boat, which had been at the fire then for several hours. It was also shown by the Captain's statements that the discipline of the force on the boat was bad.

No other witness for the defense was produced, but at the request of Capt. Siebert's counsel the mysterious witness who, it was claimed, gave such valuable information in regard to the Mattano robbery, was privately examined by Commissioner Gardner. This man proves to be William, alias "Pudding," Long, a notorious character, whom the Police say was for years a river thief, but who now holds the position of Inspector in the Department of Public Works. This man was arrested by the Harbor Police on suspicion of having been concerned in the robbery of the Mattano, but was discharged by Capt. Siebert, who purposely kept Long's name from the record of arrests. As might be supposed, this man testified that he met Capt. Siebert on several occasions at the lager-beer saloon in question, as testified by the accused. The case was referred to the board for decision.

ARRIVALS AT THE HOTELS.

Ex-Congressman Julius Hotchkiss, of Connecticut, is at the St. Nicholas Hotel.

M. Lefaivre, French Consul at Riga, Russia, is at the New-York Hotel.

Ex-Mayor Richard Vaux, of Philadelphia, and Capt. T. F. Tobey, United States Army, are at the Hoffman House.

Hon. John V. L. Pruyn, of Albany, and Frederick B. Gowan, President of the Philadelphia and Reading Railroad Company, are at the Brevoort House.

Hon. W. W. Hoppin, of Rhode Island; Judge Smalley, of Vermont; H. P. Borie, of Philadelphia, and J. T. Burr, President of the Atchison, Topeka, and Santa Fé Railroad Company, are at the Windsor Hotel.

Lieut. Gen. Philip H. Sheridan and Gen. G. A. Forsyth, United State Army; Washington McLean, of the Cincinnati *Enquirer*; Gen. Benjamin LeFevre, of Ohio; Hon. E. R. Hoar, member of Congress, of Massachusetts; John V. Farwell, of the Indian Peace Commission, and Homer A. Nelson, of Poughkeepsie, are at the Fifth Avenue Hotel.

MEETING OF STEAM-BOAT AND TUG OWNERS.

At a meeting of steam-boat and tug owners, held to-day at the office of Messrs. Warford, Robinson & Co., for the purpose of appointing a committee to represent them, and lay before the Secretary of the Treasury, at Washington, their grievances with reference to fines imposed upon certain steam-boats and tugs for alleged violation of the statute regulating the carrying of lights, &c., Lamson Boyer, Esq., was elected Chairman, and D. M. Munger, Esq., Secretary. A committee was appointed, consisting of the following named gentlemen: Isaac L. Fisher, David Cox, and C. H. Baxter, Jr., to confer with the Secretary, and ask of him a remission of the fines imposed. The meeting then adjourned, subject to the call of the Chair.

THE LAWRENCE EXTRADITION CASE.

The case of Joab Lawrence again came up for argument in the Court of Oyer and Terminer yesterday on a new writ of habeas corpus. Messrs. Bartlett, counsel for Lawrence, asked for a dismiss *pro forma* on the merits, in order to have the benefit of an appeal. District Attorney Phelps argued that the case was *res adjudicate*, two writs having been already dismissed. Further argument was postponed till this morning.

COURT OF OYER AND TERMINER.

The business in the Court of Oyer and Terminer yesterday was unusually light, and at 1 o'clock an adjournment till this morning took place. The following cases were disposed of: James Donovan pleaded guilty to petit larceny, and was sent to the House of Refuge; Michael Higgins pleaded guilty to grand larceny, and was sent to the State Prison for five years; James Higgins pleaded guilty to an attempt at grand larceny, and was sent to the State Prison for two years and six months.

THE BENONI HOWARD TRIAL.

In the trial of Benoni Howard, which was continued yesterday in the criminal branch of the United States Circuit Court, before Judge Benedict, the defense concluded the examination of their witnesses, and Mr. Huntingdon, of counsel for the defendant, proceeded to address the jury on behalf of his client. His summing up was not concluded at the adjournment of the court and will be resumed this morning.

NOTICE TO THE BAR.

On Friday next, at 11 o'clock, in the United States Circuit Court, No. 41 Chambers street, Judge Nathaniel Shipman will call the causes on the present Jury Calendar, from No. 1 to No. 200, inclusive, such as have not been already disposed of, to ascertain what causes are ready for trial during the residue of the term. All members of the Bar who are interested in the first 200 cases on the calendar are notified to be present and answer.

CITY AND SUBURBAN NEWS.

NEW-YORK.

There was skating at Central Park yesterday.

The Controller's Department paid out yesterday $104,079 46, and received $51,882 68.

The letter-carriers of Station D gave their sixth annual ball last evening at Irving Hall.

Harriet F. Douleny lectured last evening at the Cooper Institute, Room No. 24, on "The Law of Life."

Mr. E. Pratt, agent of the Children's Aid Society, left for the West yesterday with a party of 120 persons.

The New-York Schuetzen Guild last evening gave an annual ball at the Union Assembly Rooms, in Grand street.

The Harmonie Vocal Society gave a musical and dramatic entertainment in the hall of the Germania Assembly Rooms last night.

The salesmen of the Importers Combination, No. 537 Broadway, last evening gave an "Invitation Hop" at the Terrace Garden Theatre.

Company B, of the Eleventh Regiment, Capt. Charles Grote, gave its twenty-first annual ball at the Germania Assembly Rooms last night.

Ark Lodge No. 28, I. O. O. F., celebrated its thirty-fourth anniversary by a ball at Ferrero's Assembly Rooms, Fourteenth street, last night.

Last evening the Fifty-fifth Regiment N. G. S. N. Y. gave a reception to friends at the State Arsenal, Thirty-fifth street and Seventh avenue.

A fair for the benefit of St. Ann's Catholic Church, on Twelfth street, is to commence in Ferrero's Assembly Rooms, Tammany Hall, on the 7th of April next.

Mr. Geo. H. Yeaman closed a course of twenty lectures last night on "Constitutional Law," in the Society Hall of the Columbia College Law School, at Great Jones street and Lafayette place.

Nathaniel Hayden, for fifteen years President of the Chatham National Bank, has resigned. The Directors of the institution presented Mr. Hayden, on his retirement, with a handsome service of silver.

Thomas Walsh, aged forty, of No. 859 Third avenue, while suffering from delirium tremens, attempted to commit suicide by cutting his throat with a pocket-knife. He was cared for at Bellevue Hospital.

Michael Lyon obtained a verdict yesterday for $100 against the owner of the Greenpoint Ferry for the loss of his arm, he having had it bruised between the boat and the dock, making amputation necessary.

The Fourteenth Assembly District German Reform organization elected the following officers for the ensuing year: Justice Otterbourg, President; Secretaries, B. Eybel and John Beyer; Treasurer, John Meister.

Detectives Heidelberg, Tilley, and Keirns yesterday raided on the banco gambling-houses at No. 533 Canal street and No. 11 Hoboken street, and arrested eight swindlers, who were held for trial by Judge Morgan at the Tombs.

At the meeting of the Board of Health, yesterday, the Board of Police were requested to cause the cellars recently vacated by order of the sanitary authorities to be frequently inspected by policemen, and to prevent their reoccupation.

Mary Ann Gillen, aged four years, of No. 82 Mulberry street, was run over in front of her residence by a coal-cart driven by John Collins, and was so badly injured that she died soon after at the Park Hospital. Collins was arrested.

A stated meeting of the American Society of Civil Engineers will be held at the rooms, No. 63 William street, this evening, at 8 o'clock. Subject for consideration—"Tests of Materials used in Construction, and Testing machines."

Judge Lawrence yesterday granted an order to show cause why a writ of mandamus should not issue to compel Auditor Earle to audit the claim of Robert Bonynge for $55 for extra work as stenographer in the cases of Thompson and Foster, tried in the Court of Oyer and Terminer.

At the meeting of the New-York Farmers' Club, yesterday, papers were read by Mr. Morrell on "Feeding Cattle," and by Mr. George May Powell on "Forestry," with several interesting letters on the "Cost of Producing Wheat" and on "Trout Culture." A full report of the proceedings will be found in THE WEEKLY TIMES.

At a meeting of the stockholders of the Union Trust Company, yesterday, the following-named gentlemen were elected Trustees: H. K. Bogert, George W. Cuyler, W. Butler Duncan, Wm. F. Russell, E. B. Wesley, A. A. Low, J. B. Johnston, Henry G. Chapman, C. D. Wood, S. B. Chittenden.

Thurlow Weed, Controller Green, Fire Commissioner Hatch, Alderman Morris, and "Nosey" Quinn, had interviews with Mayor Havemeyer yesterday. During the morning the Mayor was engaged in perusing newspaper comments on his message, and his countenance indicated that it was not very pleasant reading.

The first annual invitation ball of the reorganized Fly-away Club was given at Ferrero's Assembly Rooms, in Tammany Hall, on Monday evening last. Noticeable among those present were a great number of base-ball celebrities of this City and Brooklyn. The affair was a most enjoyable one, and proved an immense success. The following are the names of the officers of the club: John Cloughen, President; August Feuter, Vice President; James O'Connor, Secretary; James Shanley, Treasurer; James Bestick, Sergeant at Arms.

A quaint old programme has been issued for a concert to be given by "Ye Cousin Jonathan Olde Folks," at Steinway Hall this evening. The bill of fare for the evening's entertainment is gotten up in old style, the songs are of the period of the Revolution, such as "The Sword of Bunker Hill," "The Battle of Stonington," "Evacuation," &c., and the singers will appear in the guise of such old-time names as Ichabod Pondeddy, uncle Amos Lookout, Humility Thompson, Mercy Angillett, Pricella Pondeddy, &c. The members of the "Idlewild Glee Club," which did such good service at the last Presidential campaign, are belonging to the "Olde Folks."

BROOKLYN.

More than 100 new buildings are in course of erection in South Brooklyn.

Rev. Alexander Reed, D. D., will lecture at the Athanæum, to-morrow evening, at 8 o'clock, on "Italy as I Saw It."

Hon. Henry H. Holt, Lieutenant Governor of Michigan, arrived yesterday from Europe by the Adriatic, and is stopping with friends in Brooklyn.

Daniel Erhardt, Corad Bruch, and John Scheffel were committed by Justice Eames yesterday on a charge of feloniously assaulting Simon Sauter, of No. 85 Johnson avenue.

Rev. Samuel Osgood, D. D., of New-York, will deliver a lecture on "Modern Surprises" at the Episcopal Church of St. Paul's, corner of Marcy avenue and Penn street, this evening.

The trial of Ex-City Treasurer C. A. Sprague is set down for Monday, the 26th inst. Hon. Joshua M. Van Cott is to assist the District Attorney, papers having been filed to that effect.

The City Treasurer makes the following statement: Amount on hand Jan. 10, $2,575,997 54; receipts during the week, $580,146 77; total, $3,156,144 31; payments, $310,258 53; on hand Jan. 17, $2,845,885 78.

The committees of the Boards of Aldermen and Supervisors were appointed yesterday. In both boards, with the exception of Alderman Ropes, who retains his position as Chairman of the Aldermanic Finance Committee, the Chairmen of the different committees are Democrats.

John Beaver, of No. 1,008 Second avenue, New-York, was committed for examination yesterday by Justice Delmar on a charge of defrauding a German named Mrs. Dora Rugger of $280 by a very old confidence game in March last. Beaver was arrested in New-York by Sergeant Kerr, of the Third Precinct.

Jennette Hammond, of Peekskill, N. Y., aged nineteen, commenced suit for breach of promise of marriage through her father, yesterday, in the Supreme Court Circuit, before Justice Pratt, against Wm. M. Dean, a hardware merchant, of No. 330 Third avenue, New-York. Damages are laid at $10,000.

About 2 o'clock yesterday afternoon David Delty, aged forty, residing at Paterson, N. J., attempted to commit suicide by jumping into the slip at the Wall Street Ferry on the Brooklyn side. He was rescued by Officer Dunham, of the First Precinct, who took him to the station-house. Delty says he jumped into the water because he is tired of life.

A large delegation of German lager-beer dealers waited on the Commissioners of Police and Excise, last evening, with a petition praying that they might be allowed to sell beer on Sunday. The delegation was informed that it was not in the power of the Commissioners to change the law, and that its enforcement would be required of the Police Department, as usual.

The Committee of Fifty held a secret session last evening, at which the advisability of sending a committee to wait on the Governor in connection with the Britton case was considered. After much debate, it was decided not to interfere further in the matter. A committee of four was appointed to inquire into the management of the Corporation Counsel's office during the term of Judge McCue.

Charles Hoffer and Joseph Ebhorn, both of No. 8 Greenwich street, New-York, were arrested on a charge of attempting to break into the residence of Mr. Alexander Cunningham, at No. [illegible] Clinton street. The men knocked at the basement door under the pretence of being mendicants, but obtaining no response thought the house was temporarily deserted, and attempted to break into it.

WESTCHESTER COUNTY.

A rumor prevailed yesterday morning that the mansion at New-Rochelle of a well-known wealthy citizen had been entered and plundered by burglars during the night. Fortunately, the report proved to be without foundation.

The residence of Mr. Wm. M. Gambling, at Mamaroneck, was entered by burglars shortly after 4 o'clock, yesterday morning, and robbed of silverware and considerable other property. Mrs. Gambling was aroused from her slumbers by the operations of the burglars, but concluding that the servants had arisen and were attending to their domestic duties at an earlier hour than usual, fell asleep again, untill after the rogues had escaped with their booty.

A free reading-room having been fitted up at Mount Vernon, at the expense of a number of citizens, who have taken a deep interest in the morals and welfare of the industrial residents of the village, the subscribers and a few guests were invited on Monday evening last to attend the dedication of the enterprise. An excellent collation was provided for the occasion, and appropriate addresses were delivered by Messrs. J. S. Wood, John Berry, Howe, Hicks, Lucas, Tilton, Zabriskie, and Justice Edmunds. The main hall is fitted up as a reading-room, and is supplied with daily and weekly newspapers, monthly magazines, &c., and many contributions of good books have been promised. In another room may be found billiard tables, chess and chequer boards, dominoes, &c. The rooms will be kept open for the reception of visitors from 9 o'clock A. M. until 10:30 P. M., Sundays excepted. The cost of maintaining the reading-room is estimated at $500 per annum, which, it is believed, can be yearly raised by subscription.

STATEN ISLAND.

Most of the manufactories on the island have resumed operations, although several of them are still working upon half time. Many laborers, idle a month ago, are now employed, and there is generally a better prospect for the future.

The different ice companies and the proprietors of the large breweries on Staten Island commenced storing their ice on Monday, but in consequence of the mild weather and rain that day the large ice-dealers discontinued work, the ice not being yet frozen thick enough for their purposes.

The Richmond County town meetings will take place on the 10th of next month. Quite a number of candidates for Supervisorships are already in the field. There are five Supervisors to be chosen—one for each town—and three Road Commissioners from each town, besides Justices and Constables. In Westfield, Mr. James Guyon and Mr. Abraham Wood, the present incumbent, are candidates for Supervisors; in Southfield Mr. Robt. Christie, Dennis Keeley, and George Greenfield, the present incumbent, are the candidates, and in Middletown Mr. George Bechtel, Mr. B. J. Morris, and Mr. Methfessel, President of the Board of Aldermen of Edgewater Village, are talked of for the Supervisorship.

NEW-JERSEY.

A five-year old-son of Mr. Hepworth, residing on Bergenwood avenue, Jersey City, fell into a cistern yesterday, and was not rescued until life was nearly extinct.

Application is to be made at the present session of the Legislature to divide the township of Belleville, Essex County, into two, the new township to be called Franklin.

William A. Smith, a collector employed by E. B. Decker, agent of the Howe Sewing-machine Company at Newark, was arrested yesterday on a charge of embezzling $300 from his employer. The prisoner was committed for examination.

In the suit of Mrs. Lilly M. Spencer, of Newark, against Charles H. Winfield, a well-known Jersey City lawyer, to recover $1,000 for painting a portrait of Mrs. Winfield, the jury, after twenty hours deliberation, were unable to agree, and were discharged.

In the Essex County Circuit Court, yesterday morning, a juror named James Code, presented himself for duty in a very intoxicated and demoralized condition. Judge Depue reprimanded him severely, ordered his name stricken from the panel, and then committed him to jail for five days.

The January Term of the Hudson County Courts opened yesterday morning. Judge Bedle delivered a brief charge to the Grand Jury, in the course of which he directed attention to the case of Joseph W. Freeman, the matricide, and asked that the case be considered promptly so that his trial might proceed at as early a day as possible.

A Mr. Allice, residing on the Newark plank road, near Elendale, has two sons, aged respectively two and four years. On Sunday afternoon the children quarreled for the possession of a pocket-knife, which had been carelessly left within reach by their father. During the altercation, the elder stabbed the younger child in the groin, inflicting a dangerous, but not necessarily fatal wound.

In the Hudson County Circuit Court, yesterday, Morris Bretzfeldt, a Jersey City lawyer, was held in contempt of court for having filed a notice of trial in the Clerk's office after Judge Bedle had ordered a stay of proceedings in the case. Judge Bedle reprimanded Bretzfeldt, and said that his conduct was the result of either ignorance or villainy.

Rev. James Marshall, Pastor of the First Presbyterian Church, Hoboken, was surprised last night by a large delegation of the church and congregation, headed by Rev. Prof. Wall, of Stevens Institute of Technology, who, in behalf of the friends of the pastor and his wife, gave them a substantial token of their affection in the sensible form of greenbacks, ranging in bills from $1 to $100 each.

At about 9 o'clock last night a servant girl in the employ of Dr. Paton, who resides on Summit avenue, near Montgomery street, Jersey City Heights, jumped from the window of her room on the fourth story to the pavement, a distance of thirty-five feet, and sustained fatal injuries. She was removed to the City Hospital. The motive for the probably successful suicide is not known.

Julius M. Columbani was arrested in the Hudson County Court-house, Monday, on a charge of passing a fraudulent check on Francis Volk, a Jersey City undertaker. The crime was committed last March, but Columbani succeeded in evading arrest since that time. On Monday he appeared in court as a witness, and after giving his testimony was taken into custody. The prisoner was committed for trial.

On Thursday evening a grand charity ball, for the benefit of the poor of Jersey City, will be given in Kepler Hall, under the auspices of Mayor O'Neill and a large committee of the most prominent and wealthy gentlemen of the city. The arrangements are being made on a scale of the utmost magnificence and liberality, and the affair promises to surpass anything of the kind that has ever taken place in the State.

In the Essex County Court of Sessions, yesterday, the suit of John and Henry Bird against Charlotte L. Rutherford, Executrix of John Rutherford, to recover damages to the amount of $50,000, was commenced. The plaintiffs are florists, and allege that the defendant leased them a certain tract of property in East Newark for a flower garden, with the agreement that they should have the first privilege in buying the property if it was to be sold. This they claim was not done, and hence the suit. The defense is that the plaintiffs waived their privilege and consented to the sale of the property to other parties.

DEATH OF ANOTHER VICTIM OF THE SIXTIETH STREET FIRE.

Mary McGuire, the servant girl who was fatally injured by jumping from a second-story window on the morning of the fire at the residence of the late Jacob Stiner, of No. 24 East Sixtieth street, died on Monday afternoon at Bellevue Hospital. Her remains were afterward removed to the residence of a near relative, No. 339 First avenue, and will be interred in Calvary Cemetery. The inquest as to the cause of the recent fire and death of the Stiner family will be commenced to-day by Coroner Kessler.

THE ROLLWAGEN WILL CASE.

The disputed Rollwagen will case was continued, yesterday, before Surrogate Hutchings in the Surrogate's Court. Several witnesses were examined for the contestants, and gave corroborative testimony as to the physical condition of the deceased. The further hearing will be continued to-day.

THE DANA FAMILY.

We have received $5 from "E. N.," and $5 from "Mrs. W. C. P., Jr.," for the Dana family, residing at No. 122 Leonard street. Last evening a TIMES reporter handed the amount ($10) to Henry C. Dana, who is very grateful to his benefactors.

[Advertisement.]

A wife suffering from neuralgia or headache would thank her husband for a bottle of WOLCOTT'S PAIN PAINT. It subdues inflammation instantly, and pain vanishes.

CHICAGO CATTLE MARKET.

CHICAGO, Jan. 20.—Cattle—Receipts, 4,200. Market less active and a shade easier, but not quotably lower; sales of medium to choice Steers at $4 75@$5 80; extra, $5 95@$6; corn-fed Texans, $3 50@$4 65, closing dull and lower. Shipments, 900. Live Hogs—Receipts, 11,000. Market active and firm; advanced 10c.@15c.; sales at $4 90@$5 20; common to medium, $5 25@$5 50; fair to choice extra, $5 60, closing firm. Shipments, 5,000. Sheep firm and active; receipts, 1,000; sales of medium to choice at $4 25@$5 35. Shipments, 560.

THE STATE OF TRADE.

WATERTOWN, Mass., Jan. 20.—Beef Cattle—Receipts, 489 head. The demand for Cattle is a shade quicker than last week, from the fact that the supply is considerably lighter and the weather is favorable for the sale of Beef. Prices have improved only a shade, if anything, the best of the stock not over ¼c. on dressed weight; [illegible]

—Receipts, 3,112 head. Market inactive and prices unsatisfactory; sales of Sheep at $3@$4 50 each; extra, $5@$6 50.

WILMINGTON, N. C., Jan. 20.—Spirits Turpentine firm at 45c. Resin firm at $2 15@$2 17½, for Strained. Crude Turpentine steady at $1 80, for Hard; $2 80 for Yellow Dip. Tar steady at $2 35.

MINIATURE ALMANAC—THIS DAY.

Sun rises....7:18 | Sun sets......5:05 | Moon sets...9:16

HIGH WATER—THIS DAY.

Sandy Hook.10:27 | Gov. Island.11:16 | Hell Gate..12:38

MARINE INTELLIGENCE.

NEW-YORK....TUESDAY, Jan. 20.

CLEARED.

Steam-ships Wilmington, Holmes, Havana, W. P. Clyde & Co.; Russia, (Br.,) Cook, Liverpool, &c., Charles G. Francklyn & Co.; Leo, Dearborn, Savannah, Murray, Ferris & Co.; Hatteras, Earnest, Norfolk, &c., Old Dominion Steam-ship Co.; Manhattan, Woodhull, Charleston, Henry R. Morgan & Co.; Old Dominion, Walker, Norfolk, &c., Old Dominion Steam-ship Co.; Wyanoke, Couch, Norfolk, &c., Old Dominion Steam-ship Co.; Glaucus, Bearse, Boston, H. F. Dimock.

Ships Golden Fleece, (Br.,) Gunn, Liverpool, &c., R. G. Cortis; Hereford, (Br.,) Gardner, London, Peabody, Willis & Co.

Barks Augustin, (Br.,) Moreton, Marseilles for orders, Jas. Henry; Vittoria, (Ital.,) Marescal, Gibraltar for orders, Slocovich & Co.; Demarchi, (Ital.,) Main, Queenstown for orders, Slocovich & Co.; Eugenia, Veazie, Cardenas for orders, S. C. Loud & Co.; Atlantic, (Norw.,) Knudsen, Liverpool for orders, Funch, Edye & Co.; Johann, (Ger.,) Haverkempt, Hamburg, C. Tobias & Co.

Brigs Elis, (Br.,) Pool, Rio Grande do Sul, &c., Oelrichs & Co.; Temi, (Aust.,) Sturk, Queenstown or Falmouth, Slocovich & Co.; Mariposa, Milton, Kingston, Jam., S. De Cordova & Co.; Curacoa, (Br.,) Faulkner, Curacoa, Jos. Foulke's Sons; Johanna, Peterson, Cardenas for orders, Hand & Swan.

Schrs. S. P. Godwin, Waterbury, Stamford, Stamford Manufacturing Co.; Sallie Burton, Burley, Stamford, Stamford Manufacturing Co.; Wm. Wilson, Huston, Matanzas; May Munroe, Hull, Cardenas; Mary Louisa, Gaskill, Washington, N. C.; Bobby Wasson, Gray, Maracaibo.

ARRIVED.

Steam-ship Andes, (Br.,) Williams, Cardiff 18 ds., with mdse. to Archibald Baxter & Co.

Steam-ship Metropolis, Nickerson, Wilmington, N. C., 3 ds., with naval stores to Lorillard Steam-ship Co.

Steam-ship Zodiac, Chapin, Morehead City, N. C., 3 ds., with naval stores to Murray, Ferris & Co.

Bark Pallas, Biddle, of and from Belize, Hon., 23 ds., with logwood, &c., and 1 passenger, to Wm. Jex.

Bark Derwent, (of Sunderland,) Firth, Larne, 63 ds., in ballast to Boyd & Hincken.

Bark Herzogin Anna, (Ger.,) Hauth, Antwerp, 68 ds., with mdse. to order.

Ship Imperial, (of Boston,) Taylor, Liverpool Dec. 7, with mdse. to Chas. Ruling & Co.

Brig Alexander, (Norw.,) Agenes, Yeisk Nov. 2, Gibraltar Dec. 8, with wood to Heinermann, Payson & Morgan—vessel to Tetens & Bockmann.

Brig Sloga, (Aust.,) Cercich, Pernambuco 45 ds., via Hampton Roads 10 ds., with sugar to R. B. Borland—vessel to Slocovich & Co.

Brig Alice, (of St. John, N. B.,) Purdy, Matanzas 14 ds., with melado to order.

Brig Hans Gude, (Norw.,) Neergaard, London 62 ds., in ballast to Tetens & Bockmann.

Schr. Thomas P. Ball, Ryder, Providence.
Schr. Blackstone, Wilson, Providence.
Schr. W. H. Jourdan, Sanders, Providence.
Schr. Harvest, Corwin, Providence.
Schr. J. W. Ball, Dixson, Providence, for Baltimore.
Schr. Wild Pigeon, Evans, Providence, for Baltimore.
Schr. Harvest Home, Davis, Providence, for Virginia.
Schr. Flora, Davis, Stonington.
Schr. Belle Sanford, Taylor, New-Haven, for Virginia.
Schr. Julia Newell, Shepard, Rockland, with lime to order.
Schr. C. L. Hix, Hix, Rockland, with stone to order.
Schr. H. T. Bridges, ——, Rockland, with stone to order.
Schr. F. Walton, Doane, Boston, for Virginia.
Schr. Abbie Frankford, Hickman, Boston, for Virginia.
Schr. W. H. West, Doane, Boston, for Virginia.
Schr. Twilight, Johnson, Fall River.
Schr. Neponset, Phinney, Boston, for Virginia.
Schr. Joe Hooker, Kelly, Newport, for Virginia.
Schr. Sardinian, Holbrook, New-Bedford.
Schr. Monticello, Hall, Rockland, with lime to order.
Schr. Lotta Bell, ——, Provincetown, for Baltimore.
Schr. Isaac Rich, Freeman, Boston, for Philadelphia.
Schr. J. P. Robinson, Ellis, Gloucester, with fish to order.
Schr. S. J. Gilmore, Ferguson, Vinalhaven, for Philadelphia.
Schr. Runpero, Mathieson, of and 14 ds. from St. John, N. B., with lath to Gorham & Boardman—vessel to E. Sanchez y Dolz. Had strong S. W. and N. W. winds.
Schr. Trade Wind, Brown, Rockland, with lime to J. R. Brown.
Schr. Isaac Snow, Jones, Rockland, with lime to J. R. Brown.
Schr. Island Belle, Brewster, Newport.

WIND.—Sunset, light, N. E. cloudy.

BY TELEGRAPH.

BALTIMORE, Jan. 20.—Arr. steamers Hibernian, from Liverpool; Octrara, from New-York; Henry L. Gaw, from Philadelphia; bark Herzog, from Rio; schrs. Addie Walton, from Boston; Royal Arch, from Wood's Hole; Freeman, from Portsmouth, N. H.; Lulie, Alexander Young, and Calvin F. Baker, from Boston; T. H. Sharpe, from Providence; A. C. Lyon, from New-York; W. H. Kindell, from do.

Cld. steamers D. J. Foley, for Wilmington, N. C.; Martha Stevens, for New-York; John S. Shriver, for Philadelphia; ship David Stewart, for Rio; bark Nostra Signora del Boschetto, for Cork or Falmouth for orders; bark Dinorah, for Queenstown or Falmouth for orders; brigs Alfred Paysander and Romance, for Navassa.

Sld. steamer Blackstone, for Boston; barks Fornjot, for Cork; Almira Goudey, for Bremen; Inca, for do.; Sarah E. Frazier, for the West Indies; brigs Thila, for Queenstown; Mary, for Bremen, and Samuel Welch, for the West Indies.

BOSTON, Mass., Jan. 20.—Arr. bark Caribou, from Cadiz; brig Oriana, from Inagua.

Pilot-boat Etta, which was ashore on Sculpin Ledge, got off to-day, and will be taken into dock for repairs.

CHARLESTON, S. C., Jan. 20.—Arr. steamers Charleston, from New-York; Ashland, from Philadelphia; Sea Gull, from Baltimore; schrs. Old Chad, from Havana; Stephen Morris, from Philadelphia.

Cld. steam-ship James Adger and ship New Wabeno, for Liverpool; bark W. Mann, for Liverpool; brig Moralidad, for Barcelona.

Sld. steamer James Adger, for New-York; ship Island Home, for Liverpool; bark Underwriter, for Liverpool.

FORTRESS MONROE, Va., Jan. 20.—Passed in for Baltimore, bark Oscar and George, from Liverpool; schr. Nellie Bowers, from New-Orleans.

Sld. bark Augvald, for Baltimore; bark Osma, from Baltimore, for Belfast, had rudder disabled in the bay, and passed up to Norfolk for repairs.

GALVESTON, Texas, Jan. 20.—Arr. steamer Clinton, from Brashear; schr. Wyoming, from Baltimore; and barks Moses, from Savannah; Emma Liswell, from Havre, and Theodore, from Liverpool.

Cld. ship Calliope, from Liverpool.

Sld. steamer Clinton, from Indianola, and Norfolk, for Brashea; ship Kent, for Liverpool, and schr. Robert Ruff, for New-Orleans.

NEW-ORLEANS, Jan. 20.—Cld. steamers Germania, for Hamburg; Lizzie, for Pensacola, and Odea, for Bremen; ships Pride of England, for Liverpool, and Anna Camp, for Barcelona; barks Amity, for Havre, and Aphrodite, for Queenstown; brig George O'Neill, for London; and schr. Lily of the Valley, for Ruatan.

Arr. at the Passes, steam-ship Hutchinson, from Galveston; ships Adrenalea, from Liverpool, and Bolivia, from Savannah, and schr. Mary A. Drury, from Boston.

SAVANNAH, Ga., Jan. 20.—Arr. steam-ships Montgomery and San Salvador, from New-York; Pioneer, from Philadelphia; Saragossa, from Baltimore; ship Alfred, from Liverpool; barks New Republic and Willie S. Thomson, from Montevideo.

Below—A bark and a schr.

Cld. steam-ship Vigo, for New-York; bark Harmony, for Montevideo.

Sld. steam-ship Seminole, for Boston; bark Dartmouth, for Liverpool.

LATEST SHIPPING NEWS BY CABLE.

LONDON, Jan. 20.—Sld. for American ports: Ironsides, Dryaden, Hertha, Hellas, Weser, Finn, Emma Berg, John E. Chase, Chapman, Pomena.

Arr. from American ports on the 15th inst.: Canada, Anna Walsh, Emelia, Ciampa.

Arr. on the 19th inst.: Kate, Laplata, Andrea, Mignano, Albatross, Coldstream, Constantia, Gleniffer, Rossignol.

QUEENSTOWN, Jan. 20.—The American Line steam-ship Indiana, from Philadelphia for Liverpool, arrived here to-day; also, White Star Line steam-ship Oceanic, from New-York.

SOUTHAMPTON, Jan. 10.—The North German Lloyd's steam-ship Weser touched here to-day and proceeded to Bremen.

ROTTERDAM, Jan. 17.—Arr. steam-ship Maas, (Dutch,) Deddes, New-York.

Exclusively

SOLID SILVER

AND

Fine Plated Ware.

Gorham Manuf'g Co.

BOND ST., NEAR BROADWAY.

HANOVER

FIRE INSURANCE COMPANY,

NO. 120 BROADWAY,

Corner Cedar st., NEW-YORK.

CASH CAPITAL	$400,000 00
SURPLUS	674,376 69
ASSETS, Jan. 1, 1874	$1,074,376 69

INVESTED AS FOLLOWS:

Cash in Bank and Office	$79,837 32
United States 6 per cent. Bonds	517,731 25
State, City, and County Bonds	42,962 50
Loans on Call	103,500 00
Bonds and Mortgages	256,200 00
Premiums in hands of Agents, and uncollected Office Premiums	69,141 11
Accrued interest	4,954 66
	$1,074,376 69
Outstanding Losses	72,040 47

B. S. WALCOTT, President.
I. REMSEN LANE, Secretary.
HENRY KIP, Assistant Secretary.

KNABE

GRAND, SQUARE & UPRIGHT PIANOS.

[illegible]